

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 20-21, 1988

The Idaho Transportation Board met in regular session in Boise, Idaho on January 20, 1988 at 9:00 a.m. in the Transportation Building. The following people were present:

John M. Ohman, Chairman - District 1
 Lloyd F. Barron, Vice Chairman - District 2
 Marion Davidson, Member - District 3
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 G. Keith Green, State Highway Administrator
 Judie Wright, Senior Financial Analyst - Governor's
 Budget Office

Board Minutes. The December Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

February 18 - 19, 1988
 March 10 - 11, 1988
 April 14 - 15, 1988
 May 11 - 13, 1988 - North Idaho Board Tour
 June 9 - 10, 1988

Legislative Contacts. Board members expressed appreciation to District Engineers for their legislative contacts prior to the session. The effort was worthwhile and is anticipated to continue each year.

Director's Report. Director Kiebert announced he had selected William C. Miller, Highway Safety Manager, to be Chief of the Bureau of Aeronautics. The Board extended congratulations to Bill when he assumed his duties.

Chairman Ohman acknowledged the Governor's appointment of Marvin Aslett, Twin Falls, to the Transportation Board for a term expiring January 31, 1994 and Pete Hill, Idaho Falls, to the Aeronautics and Public Transportation Advisory Board for a term expiring January 31, 1991. Those appointments are subject to Senate confirmation.

The following ITD legislative proposals have been introduced:

SB1243 - Repeals Code section allowing ITD to pay \$5.00 per month for each convict working on state highways. It is expected that future negotiations will be handled by memorandum of agreement with the Department of Corrections. The Board appreciated the litter pickup efforts by inmates this past summer in District 3.

January 20, 1988

SB1249 - Provides consistency between the court system and ITD by requiring a motor vehicle operator to show proof of financial responsibility for drivers license reinstatement, when the license has been suspended by a court upon a plea or finding of guilty for a DUI related offense.

SB1250 - Allows double 28.5-foot trailer combinations on Idaho highways by increasing the double trailer combination total length restriction from 60 feet to 61 feet and allowing longer combinations within a 75-foot overall dimension.

Another bill, yet to be introduced, adds a new Code section to conform to federal law relating to relocation assistance for persons displaced by highway projects.

Director Kiebert expects the House Transportation Committee to consider during the following week one or more proposals to raise the fuel tax effective April 1, 1988 with no change in the distribution formula.

Delegation - Gordon Curtis, Fruitland. Mr. Curtis owns a recreational vehicle park in Fruitland approximately five miles from Exit 3 and one mile from Exit 376 in Ontario, Oregon. His business is currently signed on I-84 with logos at Exit 3 (both east and westbound) and at Exit 376 (eastbound in Oregon). Mr. Curtis requested a waiver of Department policy that precludes him from having another logo sign westbound on I-84 near Exit 376. He suggested that the proximity of US-95 to Oregon is confusing to the traveling public and additional signing is necessary for economic development as well as directional information. To Mr. Curtis' knowledge this was the only place in Idaho where logo signing occurs for another state exit. An application has been made to Oregon's Travel Information Council for an off-ramp directional sign at Exit 376B if Idaho approves his request.

Chairman Ohman asked staff to verify the information presented, evaluate the request to determine if a precedent would be set and prepare a recommendation for the February Board meeting.

Removal of Lava Rock in the Median Between Idaho Falls and Blackfoot, I-15. Board members postponed the decision until the February meeting because 1) legislators from southeast Idaho requested time to provide more input to the Board, 2) they asked for further staff analysis of the fifth option: installing rumble strips, flashing lights and warning signs, and 3) they were continuing to consider the public's response.

Delegation - Payette Mayor Dick Butcher and State Representatives Sutton, Hartung and Jones. Mayor Butcher wanted assurance from the Board that the urban project from US-95 to 3rd Street would proceed as scheduled so it would

January 20, 1988

AAG947

coincide with a planned local sewer project. District Engineer Dick anticipated the projects would be coordinated for construction at the same time.

Lunch with Motor Carrier Advisory Committee. MCAC Chairman Pingree announced that the Committee had, that morning, unanimously supported the proposed five-cent increase in fuel tax. Representative Sessions was encouraged by the support from the individual Committee members.

Additional discussion involved commercial vehicle registration, economic impacts of various pieces of legislation being proposed, as well as general transportation related issues affecting state government and private industry.

Meeting with House Transportation Committee. Chairman Ohman voiced the Board's views and concerns on transportation issues. He quoted the U. S. Department of Commerce estimate that 63 jobs are created for each one million dollars of highway construction.

In October 1987 the Department applied for \$60 million in Interstate discretionary federal-aid construction funds. ITD received approval for \$51.1 million with the remaining \$8.9 million expected at the end of federal fiscal year 1988. Another \$50 million in Interstate discretionary funds will be requested in FY89. Chairman Ohman cited two major reasons for obtaining those funds: first, additional construction dollars creates more jobs in Idaho; and second, completion of the Interstate will allow Idaho, under federal rules, to use Interstate funding for Interstate rehabilitation. But, Ohman commented, in order to take advantage of the discretionary Interstate funds, additional state funding is needed for matching purposes. He strongly urged Committee members to seriously consider passage of Governor Andrus' proposed five-cent gas tax increase.

Accounts Receivable, Local Units of Government. As of January 1, 1988 over \$235,000 in expired letters of credit have been billed. Chief of Administration Neumayer expected efforts to increase to resolve the debts incurred by local units of government. He and State Highway Administrator Green are reviewing the subject to arrive at a better solution for allowing local governments to provide matching funds for federal funds.

Local Federal-aid Secondary Exchange Program. State Highway Administrator Green explained the proposed secondary exchange program which provides the opportunity for counties to voluntarily exchange their annually apportioned federal-aid secondary highway funds for state highway account funds. The exchange rate would be annually set at a percentage equal to the percentage that the state highway account shares in the highway distribution account.

The current exchange rate would be 61 2/3% state highway account dollars for 100% federal-aid secondary dollars. The exchange in FY89, for instance, is estimated at \$3.5 million federal-aid dollars. Therefore, a maximum of \$2.1 million state highway account funds could be exchanged to the counties for the \$3.5 million federal-aid moneys.

An exchange agreement would be executed with each county requesting the exchange. That agreement would assure that the exchanged funds are expended for highway purposes according to Idaho Code, and that the exchanged funds are distributed by improved road mileage formula to the county and to those highway districts that request the exchange.

The Board approved the proposed program in FY89, recognizing that implementation of the program is dependent upon available funding and ITD budget approval by the Legislature.

The Board asked staff to evaluate a local urban federal-aid funds exchange program similar in principle to the secondary exchange concept.

WHEREUPON, the Board adjourned at 5:00 p.m.

January 21, 1988

FY89 Budget Presentation to Joint Finance-Appropriations Committee. Chairman Ohman and Director Kiebert presented the Department's FY89 budget totaling \$241,240,000, including state and federal funds. Total revenue going to the highway distribution account is estimated at \$128.5 million after deductions for refunds, administrative collection costs, parks and waterways.

The budget request is for \$103.1 million in state funds, leaving a \$19.7 million shortfall from current revenue. Five million dollars is needed to match the regular federal-aid program. Beginning in FY89, \$2.6 million per year is needed to match interstate discretionary federal-aid. The potential loss, if the department is not able to match the interstate discretionary funds, is \$110 million in discretionary federal-aid spread across three years - 1989 to 1991. An amount of \$800,000 is needed for decision units above the maintenance of current operation level. That figure covers several program enhancements, a joint port of entry with Montana, a microfilm system, rest area maintenance and additional equipment needs. The \$9.4 million added revenue requirement includes \$2.1 million to exchange with counties and highway districts, on a voluntary basis, for local secondary federal-aid funds. The remaining \$7.3 million re-establishes a 100% state-funded, privately contracted pavement overlay program. An additional \$1.9 million is needed as a one-time expenditure for relocation of the District 1 highway facility.

January 21, 1988

AAG947

Department Reorganization. After executive session, Board members approved Director Kiebert's recommendation and designated George J. Neumayer as Deputy Director effective January 24, 1988. Mr. Neumayer will assist the Director in routine, internal administrative duties as assigned, as well as continuing to manage the Bureau of Administration. The Board extended their congratulations to Mr. Neumayer.

Six-year Development Program: Hazard Elimination Projects. A revised HES program was submitted to the Board as a result of FHWA's determination that projects with benefit/cost less than one would not be eligible for federal funds. The only exception is the 3rd Street and SH-51 signal project in Mountain Home which is programmed in FY88 and ready for contract.

Emphasis was placed on the first three years of the program. All projects in the remaining three years, excluding multi-funded and companion projects, were put in a holding category.

The Board approved the revised HES program which is shown in Exhibit C-269 which is made a part hereof with like effect.

Six-year Development Program: Interstate. In FY88 the Department received \$51.1 million in Interstate discretionary funds. An application is pending for another \$10 million for the I-15, Hamer Interchange to Dubois Interchange project. It is expected that in FY89 an additional \$50 million in Interstate discretionary money will be available to complete the Interstate system.

The Board approved the revised Interstate program with all projects shown in FY88 and FY89. That program is shown in Exhibit C-271 which is made a part hereof with like effect.

Six-year Development Program: Interstate 4R. As a result of receiving Interstate discretionary funds in FY88 and FY89, Interstate 4R projects will have to be delayed due to withheld obligational authority. That withheld authority in FY89 is expected to be approximately \$32 million. The cutback in the 4R program would have to occur at least through FY91, the last year of the current Highway Act.

The program includes an annual transfer of 20% in Interstate 4R funds to the primary program.

The Board approved the updated Interstate 4R program shown in Exhibit C-272 which is made a part hereof with like effect.

Motor Vehicle Accounting, Bad Check Report. The Board acknowledged a 51% collection experience during the last quarter of 1987.

St. Maries Municipal Airport, Project SP-0035-02. In March 1987 the Board approved a \$2,000 lighting repair project. During runway reconstruction, unforeseen problems were encountered that required removal or destruction of the majority of the existing lighting system. The original system was installed in 1977 with an estimated life of 10-15 years.

Chief of Aeronautics Miller and the Aeronautics and Public Transportation Advisory Board recommended that a new, medium intensity runway lighting system be installed rather than attempting to repair the old system.

The Board approved \$20,000 in lighting material and equipment rental, plus engineering, layout and installation supervision.

Legal Report. Chief Legal Counsel Trabert distributed copies of a graph showing collections on legal claims from damage to the highway system since 1976. The Board thanked legal staff for vigorously pursuing collections.

The quarterly status report of legal activities precipitated minor questions from Board members on a few individual cases.

Idaho Highway Safety Improvement Program. Idaho's program was initially approved by FHWA on September 23, 1987. In attempting to implement the program, one issue surfaced that required clarification for FHWA staff. The Board was informed that page 21 of the plan was modified to insure that funds in the hazard elimination program were used for the intended purpose of reducing the number and severity of accidents and that such usage begin immediately.

Bridge Safety Inspection Program, Project BR-NBIS(817), Key 3050. The 1987 Transportation Act requires Idaho to administer a bridge safety inspection program in accordance with Title 23, U.S. Code. All bridges on public highways must be inspected at intervals not to exceed two years. Bridges posted due to known structural deficiencies need to be inspected on an annual basis.

Due to budgetary constraints, the department does not have the manpower to inspect all the bridges. Inspection agreements will be negotiated with consulting engineers to accomplish the work on local government agencies' highway systems.

January 21, 1988

AAG947

The Board approved soliciting consultants for bridge inspections; ten of the eighteen contracts are estimated to be above the \$10,000 limit requiring Board approval.

Condemnation Action. The Board signed the order of condemnation on the following parcel as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
IR-84-1(12)45	9	Ralph Groff, et ux	I-84
IR-84-1(12)45	7	Robert L. Canfield, et ux	I-84
I-184(1(7)4	34 & 34-R*	Harold R. Arnold & Miriam Arnold, dba Hunt Club	I-184

*Condemnation authorized on subject parcels only if settlement cannot be reached prior to February 1, 1988.

Fee Appraisal and Negotiation Services, Project F-3112-(42), Key 2224, Devil's Elbow, US-95. Due to manpower shortages and to facilitate the project through the right-of-way phase, Chief of Highway Operations Fiala received approval from the Board to solicit fee appraisal and negotiation services for the Devil's Elbow project, \$28,000.00.

Replacement of Fernan Ranger Station, Parcel 10, Project I-90-1(138)14, Key 2601, I-90. In December 1987 the Board approved hiring a consultant to design and construct the ranger station in conjunction with the Sherman Avenue - Hill Top interchange project. The architect's estimated cost to functionally replace the facility is \$1,250,000 excluding architectural fees previously approved.

The Board believed the concept to be in the public interest and approved the functional replacement at a sum not to exceed \$1,250,000.

Sign Status Report, Last Quarter of 1987. The increased number of illegal signs represents the fall inventory conducted in the Districts. A total of 148 illegal and non-conforming signs remain as of December 31, 1987.

Supplements 10 and 11 to E-80, Project I-184-1(14)1, Key 3808, Chinden-Broadway Connector, I-184. District 3 recommended that review of construction shop drawings for Stages I and II be covered in a supplemental agreement at a total cost not to exceed \$29,008.35 and \$30,661.85 respectively.

The Board approved the supplements with CH2M Hill for a total cost of \$59,670.20.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

IR-84-2(33)66, Key 4203 - East Boise Port of Entry Well. A few days following bid opening, the bidder indicated he was unable to perform the work for the dollar amount of his bid and requested his bid be withdrawn. He agreed to forfeit his bid bond. The Board agreed with Contract Administration to readvertise at a later date.

FH-26-1(1), Key 3731 - East Fork of the Salmon River - Jct. US-93. Low bidder: Western Construction, Boise, Idaho - \$3,845,474.55

I-184-1(14)4, Key 3808 - Chinden Interchange Structure. Low bidder: Ralph L. Wadsworth Construction Co., Inc., Salt Lake City, Utah - \$6,040,376.651

IR-F-HES-6423(2), Key 115 - Dale Drive to Jct. I-15. Low bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$1,374,014.50.

BR-SOS-3300(3), Key 3360 - South Fork Teton River Bridge. Low bidder: C & H Construction Inc., Idaho Falls, Idaho - \$333,994.95.

I-184-1(5)4, Key 2763 - Chinden Interchange, Boise River Bridge. Low bidder: Ralph L. Wadsworth Construction Co., Inc., Salt Lake City, Utah - \$4,102,884.96.

DE-0082(801), Key 4212 - Seltice Way-Mcguire overpass to centerline median in Post Falls. Low bidder: Inland Asphalt Company, Spokane, Washington - \$1,512,570.15.

IR-84-3(7)140 and I-84-3(5)155, Keys 2784 and 2779-East Bliss Interchange to Tuttle and West Wendell Interchange. Low bidder: Idaho Sand and Gravel Co., Inc. - \$3,042,819.12.

IR-15-3(72)178, Key 3693 - China Point, Montana Line. The low bidder was considered irregular because they used a personal surety for a bid bond which is not allowed by Idaho Code. Contract Administration recommended rejection and readvertising at a later date; the Board concurred.

IR-90-1(166)8, Key 3346 - Huetter Rest Area. The low bidder was more than ten percent over the engineer's estimate. The District revised their estimate to reflect a more realistic building remodeling cost per square foot. The District also believed it important to proceed with the contract due to the dire need for rehabilitation because of the buildings' age, effects of vandalism and overall poor condition. Contract Administration recommended award to the low bidder; the Board concurred. Low bidder: Norm's Plumbing & Heating, Inc., Coeur d'Alene, Idaho - \$818,548.19.

January 21, 1988

AAG947

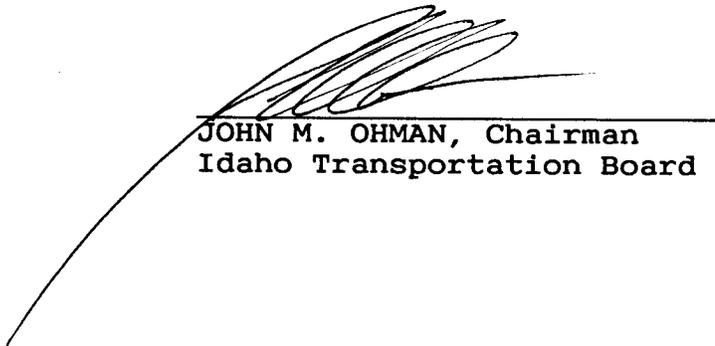
Stockpiles 2525 and 2522, Keys 4138 and 3953 -
 Stockpiles in Kooskia and Fleming. Low bidder: Palouse
 Asphalt Paving, Inc., Spokane, Washington - \$467,561.00.

Annual Update of Roadside Facilities. Board Policy
 B-05-14 requires a annually updated map showing existing and
 proposed facilities. The following changes were approved by
 the Board:

Raft River - removed
 Massacre-Coldwater - changed to Class I

Contract work at Dubois will be completed in the spring.
 Award of Huetter contract is in process. Construction of new
 buildings at Snake River View and Clark Hill is near
 completion. Contract for reconstruction of Midvale Hill has
 been let; work to begin as weather permits. Only one bid was
 received which was too high on Mineral Mountain; will be
 readvertised. Hoodoo and Big Lost River are programmed for
 1988. Big Lost River is ready to advertise. Preliminary
 design review is complete on Hoodoo. Lenore is programmed in
 1989. North Blackfoot is held because of reconsideration of
 adjacent lava rock removal safety project. New construction
 is planned at Cherry Creek in 1992.

WHEREUPON, the Board meeting adjourned at 4:30 p.m.



JOHN M. OHMAN, Chairman
 Idaho Transportation Board

Read and Approved
 February 18, 1988
 Boise, Idaho

January 21, 1988

SUPPLEMENT TO THE JANUARY 1988 MEETING OF THE
IDAHO TRANSPORTATION BOARD

February 5, 1988

Through telephone contact with Board Chairman John M. Ohman and Member Marion Davidson on February 5, 1988, the Executive Assistant to the Board obtained approval to withdraw and amend Sections 41 and 43 of Rule 39.02.05.09 currently under legislative consideration in accordance with Section 67-5218, Idaho Code. In light of testimony in the Senate Transportation Committee and subsequent evaluations by staff, the Board found that the permit fees for said rule have not turned out to be revenue neutral. The amendments to Sections 41 and 43, effective February 16, 1988, will reinstate the force and effect of Section 49-127(f), Idaho Code, regarding permitted over-legal weight, non-divisible loads.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
February 18, 1988
Boise, Idaho

February 5, 1988

AAG947

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

February 18-19, 1988

The Idaho Transportation Board met in regular session in Boise, Idaho on February 18, 1988 at 9:00 a.m. in the Transportation Building. The following people were present:

John M. Ohman, Chairman - District 1
 Lloyd F. Barron, Vice Chairman - District 2
 Marion Davidson, Member - District 3
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 G. Keith Green, State Highway Administrator
 Jack T. Coe, Division Administrator - Federal Highway Administration

Board Minutes. The January Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

March 10 - 11, 1988
 April 14 - 15, 1988
 May 11 - 13, 1988 - North Idaho Board Tour
 June 9 - 10, 1988
 July 23, 1988 (tentative)

Board Elections. By majority decision, Board members sustained themselves in their present positions.

Gubernatorial Appointment of Senator Phil Batt to the Idaho Transportation Board. Governor Andrus withdrew his nomination of Marvin Aslett, Twin Falls, to the Board when opposition surfaced regarding Aslett's credentials. His subsequent appointment of Senator Phil Batt, Wilder, is pending Senate confirmation.

Decision on Removal of Lava Rock, I-15 between Blackfoot and Idaho Falls. After reviewing all hearing testimony, public and legislative input, Board members selected Option 3: to level a 55-foot recovery area in the median along both inside lanes. They believed providing a recovery zone would substantially increase safety and best serve the traveling public. The recovery zone will allow vehicles leaving the Interstate to regain control and return to the road before striking rock or plunging into one of the depressions along the 3.5-mile lava section. They also directed that guardrail be installed along the right side of I-15 where gaps exist.

Uninsured Motorist Study. The 1987 Legislature directed the Department to verify the insurance status of five percent of the vehicles in Idaho beginning July 1988. Staff along with Idaho State Police and Boise State University conducted

February 18, 1988

a study of uninsured motorists to determine the extent of the problem in Idaho. Chief of Motor Vehicles Kraemer summarized the study's findings:

- The percentage of uninsured, noncommercial vehicles operating in Idaho is estimated to be between 13.9 and 16.7 percent. A poll of insurance companies showed that the uninsured rate in Idaho is the same or lower than in other states where they do business.

- Certain categories of vehicles and owners have a higher rate of noncompliance than others.

- There is a significant relationship between owners with poor driving records and noncompliance with the law.

The study recommended that Idaho should 1) not implement a system for a random audit of all registered vehicles; 2) emphasize the enforcement of its financial responsibility law; 3) develop and implement an educational program aimed at encouraging vehicle owners to carry uninsured motorist coverage; and 4) monitor an innovative approach being considered in Delaware.

The Board authorized release of the study results and recommendations to the Idaho Legislature.

Delegation - Eagle City Representatives. Council President Minow asked the Board to reconsider the decision to maintain the Eagle City bypass project construction schedule. He believed the effect on Eagle will be severe when the Eagle Road Interchange is opened in 1989 and urged the Board to reinstate the bypass in the 6-year program.

Minow asked what projects have priority over the Eagle bypass and if those projects have public safety issues associated with them. He inquired why the interchange needs to be done prior to making artery improvements.

Erv Olen of Ada Planning Association predicted severe operational problems by year 2000 with increased traffic due to construction of the Eagle Interchange. District 3 Engineer Dick said there are no actual traffic studies but thought the projections used by ITD and APA were high.

Minow suggested delaying Interchange construction so both projects would be completed together.

Delegation - Micron Chairman of the Board. Joseph L. Parkinson asked for a firm date for construction of SH-21 from I-84 to Diversion Dam prior to making a decision to expand Micron operations. Chairman Ohman indicated the Board's priority for the project had not changed but funding remained a serious constraint to construction.

A recent study showed that making the road a toll facility was not feasible. Alternative funding methods will be explored and communicated to Parkinson after the March Board meeting.

Another concern centered on increased traffic on Federal Way and Gowen Road and resultant congestion at that intersection. Department staff will evaluate the intersection for possible improvements to traffic flow.

Delegation - Alliance of Concerned Citizens. Mary Dudley acted as spokesperson for a group opposing construction of a proposed highway between Emmett and Mesa. She suggested the feasibility study was not complete because it did not address environmental impacts in the area. It was indicated the area is a critical winter range for deer, elk and antelope. Marty Morache said the road would impede lateral movement of deer depending on winter severity. He also said game bird species are now threatened in the area and a new road would increase that threat. He wanted the integrity of the wildlife resource pursued. The increasing occurrence of man-caused fires was feared.

Director Kiebert said the Department was responding to political pressures to study the area, but that US-95 remained a priority.

State Highway Administrator Green suggested that the term feasibility may not be an accurate word to describe the analysis made. The study was not intended to look at environmental issues at this time; that would come in the environmental impact statement. He assured the group that wildlife concerns would be addressed in the next phase of the assessment.

Delegation - Bonners Ferry City and Boundary County Representatives. Mayor Sims urged the Board to study, plan and find a solution to congestion and safety problems on US-95 immediately south of town. No alternate, parallel streets are available to carry local traffic. Stop-gap approaches are no longer viable. A city ordinance was adopted requiring a setback in order to allow for future widening; a project which is supported by the county.

The Board asked staff to evaluate the proposed solution.

Lunch with Senator Smyser. Board and staff discussed with the Senator various legislative proposals before the Senate Transportation Committee.

Meeting with the Senate Transportation Committee. Chairman Ohman urged committee members to favorably consider the proposed fuel tax increase. Senator Fairchild, Fruitland, suggested that mid and lower level department employees need to do a better job at communicating with local people.

He also requested that legislators be advised in advance of any action in their area.

Meeting with the House Transportation Committee. A bill to designate I-15 as Veterans Memorial Highway was introduced in committee by Melvin Napier, Idaho American Legion. Representative Sessions asked the Board's position on the bill. Chairman Ohman explained that, while he had no objection to the legislative proposal, it should more appropriately be considered by the Transportation Board since the Board has already been empowered by statute with administering Idaho's highway system. The Committee voted unanimously to forward the request to the Board for action.

WHEREUPON, the Board meeting recessed at 5:00 p.m.

Idaho Highway Users Conference Legislative Banquet. Board and staff members heard Governor Andrus request favorable consideration by Legislators of the five-cent motor fuels tax increase. He stressed the importance of improvements to US-95 and construction of a new highway between Emmett and Mesa.

Vice Chairman Barron was given a 1988 Motorvator Award "in recognition of outstanding contributions to the development of Idaho's highway transportation system in the public interest."

February 19, 1988

The Board meeting reconvened at 9:00 a.m. on Friday, February 19, 1988 in the Transportation Building in Boise, Idaho.

Designation of I-15 as Veterans Memorial Highway. Board members unanimously approved the request from the House Transportation Committee and designated I-15 from the Montana State Line to the Utah State Line as a Veterans Memorial Highway. The Manual on Uniform Traffic Control Devices appears to prohibit memorial signing along the Interstate but allows signs in the rest areas. Staff will contact the Idaho American Legion for appropriate wording on rest area signs. Changes on the official highway map will be included in the next printing.

Director's Report. All legislative proposals initiated by ITD have been introduced. Director Kiebert expected to see a new bill for a 3.5-cent motor fuel tax increase with a change in distribution formula effective July 1, 1990.

At a staff meeting for agency directors, the Governor was complimentary of ITD and its operation.

February 19, 1988

AAG947

Alloy Trailers requested permission to have their permit extended to allow the movement of their loaded overlegal trailers with the same restrictions that apply to the present permit for unloaded movement. The Board approved that request.

Board Policy B-06-08, Obtaining Professional and General Services. Deputy Director Neumayer recommended a revision to the policy to be consistent with new federal regulations. Current policy requires that all professional agreements exceeding \$10,000.00 be approved by the Board. USDOT increased the approval level to \$25,000.00.

The Board approved and the Chairman signed B-06-08 requiring Board approval of professional agreements exceeding \$25,000.00.

Annual Report of Safety Activities, 1987. In accordance with Board Policy B-06-30, the Deputy Director outlined key employee/vehicle safety actions during 1987. The Board was impressed with the program and pleased that both industrial and vehicular accidents were reduced from 1986.

Toll Road Feasibility Study, SH-21 from I-84 to Diversion Dam, Project F-3291(22). Board members reviewed the report which found that toll facility revenues would amortize approximately 15% of project costs. This is at a passenger car toll rate of 50 to 75 cents per car with an amortization period of 20 years. The Board concluded that a toll facility on this project would not be feasible.

FY88 Program of Projects for UMTA Section 18 Funds. The program contains no funding for capital purchases since there was a 12% reduction in the federal appropriation. Only administrative and operating funds, plus state administration and program reserve, are included.

The Board approved the program of projects for FY88 as recommended by the Aeronautics and Public Transportation Advisory Board. Those projects are shown in Exhibit C-273 which is made a part hereof with like effect.

Federal Lands Program. The program consists of public lands discretionary funds and forest highway funds which are distributed to Idaho by formula. An agreement was reached by ITD, FHWA and U.S. Forest Service (Regions 1 and 4) to combine forest highway and public lands funds for construction projects. The program provides that 50 percent of the combined funds be used on projects proposed by ITD and 50 percent on projects jointly proposed by the Forest Service Regions. The 50/50 split is to be balanced within a ten-year period.

The Federal Lands Program is shown in Exhibit C-274 which is made a part hereof with like effect.

February 19, 1988

Advance Secondary Projects SR-RS-3701(6) and SR-RS-2701(6), Keys 4167 and 4168. The projects were programmed in FY91 and are intended to place a seal coat over projects completed in FY85. FHWA pointed out in a letter dated January 13, 1987 that the projects would not be eligible for federal participation as presently programmed six years apart.

To ensure availability of federal-aid, staff recommended and the Board agreed that the seal coat projects be advanced to FY88.

Consultant Agreement for Geotechnical Expertise, Project ER-F-3271(43), Key 3080, Horseshoe Bend Hill, SH-55. Staff proposed that Northern Engineering and Testing provide geotechnical expertise during construction of Stage 1 of the project to relieve state personnel to continue regular design activities. Northern Engineering and Testing performed all geotechnical investigation and design; therefore, a sole source agreement is justified.

The Board approved agreement No. E-128 for a maximum amount of \$24,400.00.

Waiver of Interstate Logo Sign Policy by Mr. Gordon Curtis, Fruitland. Board members evaluated staff alternatives concerning Mr. Curtis' request made during the January meeting. They waived existing policy and permitted an additional westbound logo sign. They further directed that the eastbound logo sign at Idaho Exit 3 on I-84 be removed and reinstalled westbound on I-84 in Idaho for Oregon Exit 376B. The sign at Exit 3 appeared to be of little value since it would incur out-of-direction travel for motorists.

Consultant Agreement for Contract Claim Services, Project IR-84-2(20)49, Key 3220, I-84. Eterna-Line Corporation submitted a contract claim of over \$5 million. To adequately defend the claim, Chief Legal Counsel Trabert recommended hiring the services of Associated Construction Consultants.

The Board approved the agreement in the amount of \$30,000.00.

Improvements at State Institutions. In accordance with B-05-15, the Division of Public Works requested improvements to roads and parking lots at State Hospital South in Blackfoot for FY89.

The Board approved the request and authorized \$30,000 for a hot asphalt overlay to the entire area.

U.S. Forest Service Fernan Ranger Station, Project I-90-1(138)14, Key 2601, Parcel 10. Since the January meeting, FHWA has authorized ITD to pay administrative

February 19, 1988

AAG947

overhead costs so that construction can be overseen by the USFS. This will place the Forest Service in the position of being the owner during construction of the new facility.

The Board approved an additional cost not to exceed 5% of the total contract, or \$62,000, for the USFS to administer functional replacement of their own facility.

Status of Federal-aid Obligations. The quarterly report summarized current federal-aid funding obligations in graphical and tabular form. Of \$116.7 million available, \$19.6 million has been obligated through December.

Consultant Agreement for Preliminary Engineering, Project RRS-RRP-3341(10), Key 3550, Mountain Home Railroad Underpass, I-84B. District 3 requested a consultant to design the complex project since adequate manpower or expertise is not currently available.

The Board approved negotiating a consultant agreement for design engineering not to exceed \$300,000.00.

Condemnation Action. The Board signed the order of condemnation on the following parcel as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
I-84-1(9)49	6-1	Teton Crane & Transport Co., Inc.	I-84

Trade of Excess Lands, Project I-90-1(138)14, Key 2601, Parcels 54-R and 57-R, I-90. Subject parcels were purchased as uneconomic remnants. Negotiation for parcel 53 culminated in a straight-across trade for the remnants.

The Board approved the recommended trade, and executed the deeds conveying the excess lands under the listed parcels.

Correction Warranty Deed, Project HES-7386(002), Key 1000, Parcel 10, US-20. During negotiations with the owner of parcel 11, the remainder of parcel 10 was deeded to him in exchange for right-of-way. Subsequently an error was discovered and the owner requested a correction deed.

The Board signed the correction warranty deed in the name of Raymond Deschamp.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

BR-RS-5770(4), Key 3810 - Pend Oreille River Bridge at Priest River. The low bid was more than ten percent over the

February 19, 1988

engineer's estimate. In reviewing the estimate, staff attributed the increased price on steel to be due to the small quantity of steel in the project. Readvertisement would delay the needed rehabilitation and probably not result in a cost savings. The staff recommended award; the Board agreed. Low bidder: Sletten Construction Company, Great Falls, Montana - \$2,012,494.97.

Project M-7403(001), Stage 1, Key 1099 - Rose Hill, Harding to Cleveland in Boise. Low bidder: Gillingham Construction Inc., Boise, Idaho - \$516,163.80.

Project SR-RS-5771(1), Key 1794 - Division Street in Sandpoint. Low bidder: Emerald Maintenance, Inc., Sandpoint, Idaho - \$1,377,823.86.

Project F-6354(8), Key 4018 - Seven Miles South of Salmon. Low bidder: Musselman Construction, Co., Orofino, Idaho - \$210,996.00.

Project F-5115(34), Key 3832 - Cougar Bay Fill Removal. Low bidder: West Wood Corporation, Spokane, Washington - \$199,382.50.

State of the Districts. District Engineers presented an update of recent accomplishments, upcoming projects, problems and anticipated needs. Several commented about the beneficial cross training of maintenance personnel in the construction area.

District 1 Engineer Baker distributed photos of on-going construction. He appreciated the assistance provided by District 2 in administering some of the projects. The Colburn-Pack River bridge project set a new record for project development.

District 2 Engineer Clayton cited increasing costs of the aging truck fleet and preferred more state funds not tied to federal regulations.

District 3 Engineer Dick worried about staffing projects. His slide presentation showed several local and state projects and an equipment renovation developed by a district employee.

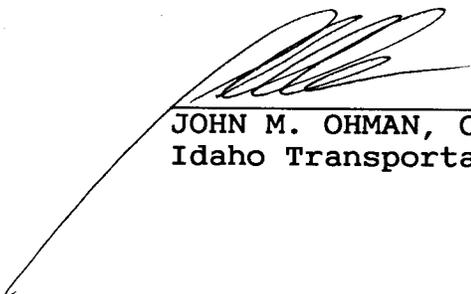
District 4 Engineer Johnson reported their office expansion completed, discussed road and bridge projects finished, and speculated on a delegation to the March Board meeting regarding a proposed highway between Arco and Rupert.

Good employee morale and a significant decrease in industrial and vehicular accidents were described by Assistant District 5 Engineer Brown. The District has been severely hampered by the lack of a seal coat program.

District 6 Engineer Meyer distributed photographs emphasizing District needs. Several major projects are nearing completion. He is impressed with experience and sincere efforts of employees.

Chairman Ohman appreciated the comments and expected a similar presentation from District Engineers on an annual basis.

WHEREUPON, the Board meeting adjourned at 4:30 p.m.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
March 10, 1988
Boise, Idaho

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

March 10, 1988

The Idaho Transportation Board met in regular session in Boise, Idaho on March 10, 1988 at 8:45 a.m. in the Transportation Building. The following people were present:

John M. Ohman, Chairman - District 1
 Lloyd F. Barron, Vice Chairman - District 2
 Marion Davidson, Member - District 3
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 Jack T. Coe, Division Administrator - Federal Highway Administration

Board Minutes. The February Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

April 14-15, 1988
 May 18-20, 1988 - North Idaho Board Tour (changed from
 May 11-13, 1988)
 June 9-10, 1988
 July 23, 1988 - (tentative)
 August 18-19, 1988

SH-21 Connector from I-84 to Diversion Dam, Project F-3291(22), Key 313. The following funding options were explained by Chief of Transportation Services Lydston:

- a. Federal-aid primary funds earlier than FY92. The advancement of this project to construction earlier than 1992 would result in the delay of major primary projects in the present six-year program.
- b. "Priority project" designation. Congressional action is necessary for the use of Interstate funds for this project as a "priority project."
- c. State funds. The Ada County legislative delegation's support and approval by the Idaho Legislature could result in state funding.
- d. Toll road. This option has been recently studied and is not feasible (see February 1988 minutes).
- e. Private contribution. Committed private funds or donated right-of-way would result in less required federal-aid.

March 10, 1988

AAG947

- f. Private funds. This option could be used for partial construction (from I-84 through proposed residential/commercial development) with later federal-aid reimbursement to the private funding party. This can be accomplished under the federal advance construction provision with prior FHWA approval.

The Board liked the idea of the last option (f) and instructed the Director to meet with Micron officials and present the alternative.

The traffic congestion experienced at Gowen Road and Federal Way can be alleviated with an intersection improvement project as early as this summer at an approximate cost of \$50,000.00. Board members authorized staff to proceed with this interim solution.

Director's Report. While Director Kiebert was at the Legislature, Deputy Director Neumayer said that initial contact had been made with ITD and other state agencies regarding the SIS (super isotope separator). He did not expect ITD to become involved to any great extent in the proposed project.

Governor Andrus indicated appreciation for the quick response from ITD staff on issues and requests.

Delegation - Gordon Curtis, Fruitland. Mr. Curtis questioned the Board's decision in February to remove the logo sign eastbound at Idaho Exit 3 on I-84 and reinstall it westbound for Exit 376B. He indicated the logo signing at Oregon's eastbound Exit 376B was not easily perceived by the traveling public because of poor location, so he needed the additional sign at Idaho's Exit 3. Curtis was not willing, though, to sacrifice the eastbound sign at Exit 3 for the westbound sign in Idaho for Exit 376B.

Chairman Ohman reiterated the Board's policy of signing the most direct route. He did, however, ask staff to contact Oregon Department of Transportation to seek a better placement, if possible, of the eastbound logo sign at the Ontario exit.

Delegation - Craters of the Moon Development, Inc. Several committee representatives presented reasons for a proposed highway between Arco and Minidoka. Paul Matthews said the route was first considered in 1969 and is once again being actively pursued by people in the Magic Valley.

Glen Allen said the road would provide direct access to Idaho National Engineering Laboratory (INEL) from the Mini-Cassia area, thus allowing local communities an opportunity to provide INEL contractors with goods and services. An excellent farm-to-market road would be gained for seed

potatoes to be delivered south and cattle to go north for summer grazing, he said. The committee members believed a significant tourism impact could be realized from California-Nevada and Wyoming-Montana areas.

Paul Fritz said the committee unanimously endorsed a proposal spearheaded by the Shoshone Chamber of Commerce to designate the Craters of the Moon National Monument as a National Park. Funds may be available from the National Park Service (NPS) to construct a highway to park boundaries. The suggestion was made for four-way funding from NPS, State of Idaho, Public Lands and local entities.

Former Governor John Evans summarized the committee's present request: 1) allocate money for a feasibility study of the proposal, 2) identify funding alternatives, and 3) assign an ITD engineer to work with the committee.

Chairman Ohman said District 4 Engineer Johnson would provide engineering assistance and asked staff to proceed with a feasibility study of the proposed highway.

FY88 Airport Improvement Program. Chief of Aeronautics Miller described the proposed projects recommended for funding by the Aeronautics and Public Transportation Advisory Board.

The City of Cottonwood requested \$30,000 to construct a cold mix pavement on the runway, taxiway and apron.

The City of Driggs and the County of Teton have agreed to make the facility at Driggs a joint-effort airport, and requested \$17,500 for preliminary work on a \$1.6 million project.

Idaho County is contemplating a 3-phase project to extend the Grangeville runway to general utility length; the first phase is preliminary work at approximately \$10,000.

Bonner County is expected to proceed with a project to totally reconstruct the existing airport at Sandpoint with an extension of the runway to general utility length. A state grant of \$73,500 is proposed.

The Board approved the following state airport grants:

Cottonwood	-	\$30,000
Driggs	-	17,500
Grangeville	-	10,000
Sandpoint	-	73,500

Garden Valley Airport. A special use permit for the airport issued by the Idaho Land Board expired May 24, 1976. Negotiations in 1978 failed to result in any legal right for the airport to continue to exist. However, no serious moves

March 10, 1988

AAG947

were made by either side to resume negotiations until recent advances by the Land Board.

Board members considered the following alternatives: 1) a public auction, 2) annual lease computed at six percent of appraised value, or 3) permanent easement priced at the appraised value, payable in three installments with the balance being subject to six percent interest annually. Right-of-way appraised the property at \$2,770 per acre.

As recommended by the Aeronautics and Public Transportation Advisory Board, the Transportation Board approved proceeding with acquisition of a permanent easement for the full 42 acres with payments spread over three years.

Lunch with Automobile Dealers Advisory Board. A presentation was made by John Herrick, Programmer-Analyst in Data Processing, comparing the current and proposed automated motor vehicle titles system. A considerable savings in time will result from the automated process. The new system is not expected to be implemented for more than a year unless priorities are re-evaluated or additional resources are secured.

Permit No. 6-88-084, Projects F-6471(2) and (13), US-20. Access for the projects was purchased in the early days of access control. The map for US-20 designates future access to be Type IV, public roads with existing approaches and new approaches by access road only.

Mr. Harry Housley proposed to purchase the access rights to an urban approach on F-6471(2) and relocate it to property south of Ashton on F-6471(13) in a rural location. Present property contains two deeded approaches. In 1972 he applied for and was granted a permit to relocate one of the approaches. He failed to remove the old one as stipulated in the permit. An RV campground is currently being operated from the illegal approach with some operational and safety problems. Mr. Housley has been encouraged to develop a frontage road to serve the subdivision of his property but apparently declined in favor of direct access points.

The Board denied the permit for relocation of the approaches because 1) safety would be compromised by adding another approach or traffic conflict point; 2) Mr. Housley had not complied with requirements of his 1972 permit; 3) development of a well-planned access road would adequately serve the property; and 4) the buying and selling of approaches among landowners without transfer of the property served is not acceptable.

Permit No. 3-88-089, Project F-3112(13), US-95. Mr. Claude O. Bruce requested changes to two approaches to his property that were constructed on the referenced project. The District and Traffic Section agree that safety and

March 10, 1988

utility would be increased by moving and widening the one approach, and that no problem should be created by changing the use of both approaches to farm and residence.

The Board, therefore, approved moving the approach at Sta. 187+63 Rt. to Sta. 184+55 Rt., increasing the width to 30 feet and changing its use to farm and residence. Board members also agreed to change the use of the approach at Sta. 175+10 Rt. to farm and residence.

Permit 3-88-085, Project F-3112(13), US-95. May Trucking Company requested a two-way, 40-foot approach onto US-95 at Sta. 38+07 Lt. so that large southbound trucks can enter the highway by making a right turn onto US-95 in lieu of making a left turn onto US-95B. The District and Traffic Section believe the right turn movement to be safer.

The Board approved a new 40-foot approach at Sta. 38+07 since it would enhance safety. No fee would be assessed because of the access history described by staff.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

IR-84-2(33)66, Key 4203 - East Boise Port of Entry Well. The only bid was more than ten percent over the engineer's estimate. Review of the estimate revealed that the cost apparently was not increased sufficiently from the first advertisement to account for the difficulty of the work. Contract Administration and the District recommend award; the Board concurred. Only bidder: W. E. Stevens and Sons Well Drilling, Boise, Idaho - \$53,245.00.

IR-15-3(72)178, Key 3693 - China Point to Montana Line. Low bidder: Washburn Fencing, Cody, Wyoming - \$195,481.87.

SR-RS-1803(9), Key 4169 - Liberty to Ovid. Low bidder: H K Contractors, Inc., Idaho Falls, Idaho - \$91,898.00.

Condemnation Action. The Board signed the order of condemnation on the following parcel as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
F-FR-3271(44)	24 & 24-E-1	John Dobaran, et al	Eagle Rd.

Rule 39.02.05.07, Routes Restricted for Long Trailers. Staff discovered through routine port of entry enforcement actions that a number of cattle haulers are operating on US-95 between Copeland and Eastport in violation of the off-track rule. Calculated off-track on these vehicle combinations is as great as 6.6 feet.

March 10, 1988

AAG947

The critical area of concern involves two curves approximately one-quarter mile north of the Copeland junction. Calculated off-tracking on the curves indicates that the longer cattle truck-trailer combinations are encroaching into the oncoming traffic lane by up to 1.5 feet.

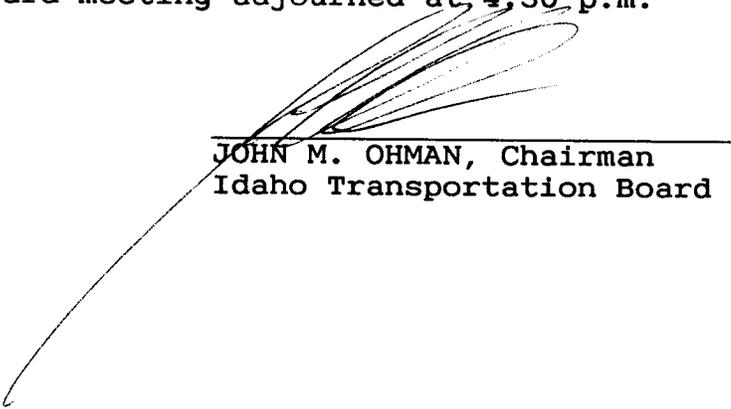
The District is planning on immediate removal of a rock outcrop within the limits of the curves. Accidents have not been a severe problem on this section of US-95.

The cattle haulers are essentially required to use US-95 entering Idaho from Canada due to veterinary and brokerage facilities at Eastport.

The Board approved an amendment to Rule 39.02.05.07 on an emergency basis to allow operation of semitrailers up to 48-foot legal length with no overall length restriction on truck-tractor semitrailer combination on that section of US-95 between Copeland and Eastport.

The Board's Executive Assistant was instructed to process the amendment on an emergency basis, then proceed with permanent promulgation.

WHEREUPON, the Board meeting adjourned at 4:30 p.m.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

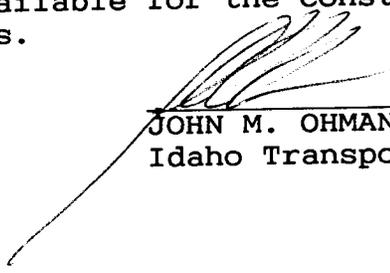
Read and Approved
April 14, 1988
Boise, Idaho

SUPPLEMENT TO THE MARCH 1988 MEETING OF THE
IDAHO TRANSPORTATION BOARD

March 22, 1988

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Lloyd F. Barron and Member Marion Davidson on March 22, 1988, the Executive Assistant to the Board obtained approval of the following:

Return of earnest money to Albertsons, Inc., \$501,027.01, regarding the offer to purchase the District One complex. Funds were deleted from the FY89 budget by the Legislature and, therefore, will not be available for the construction of the new facilities.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

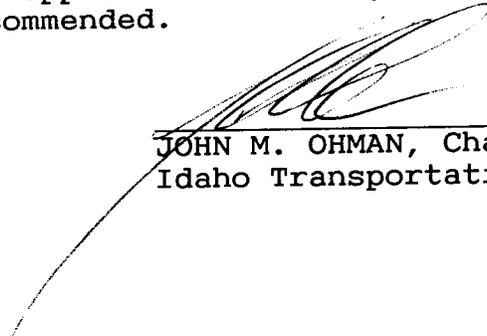
Read and approved
April 14, 1988
Boise, Idaho

SUPPLEMENT TO THE MARCH 1988 MEETING OF THE
IDAHO TRANSPORTATION BOARD

March 30 and 31, 1988

Through telephone contact with Board Vice Chairman Lloyd F. Barron on March 30, 1988 and Board Chairman John M. Ohman and Member Marion Davidson on March 31, 1988, the Executive Assistant to the Board presented the following information:

Hiring of Outside Legal Counsel to Defend Eterna-Line's Contract Claim in the Amount of \$7.2 Million, Project IR-84-2(20)49, I-84. The formal hearing is scheduled for June 20, 1988 and existing legal staff does not have the time or resources to adequately prepare for a claim of this size and complexity. The Director, State Highway Administrator and Chief Legal Counsel recommended the firm of Oles, Morrison & Rinker, Seattle, Washington for an approximate cost of \$125,000. The Board approved the hiring of outside legal counsel as recommended.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
April 14, 1988
Boise, Idaho

March 30 & 31, 1988

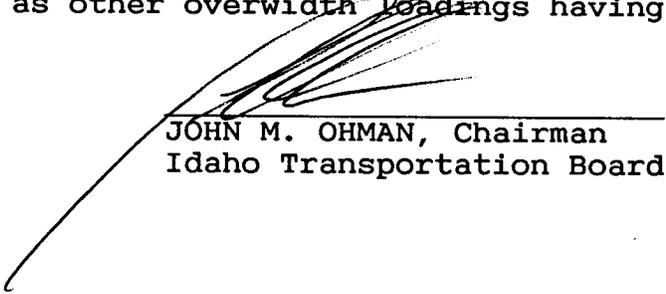
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SUPPLEMENT TO THE MARCH 1988 MEETING OF THE
IDAHO TRANSPORTATION BOARD

March 31, 1988

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Lloyd F. Barron and Member Marion Davidson on March 31, 1988, the Executive Assistant to the Board obtained approval of:

Revision to Section 31,03, Rule 39.02.05.09. As requested by the industry, the revision allows two crane booms to be hauled side by side up to a maximum width of 10 feet 6 inches by special permit. Operation shall be subject to same time of travel and safety requirements as other overwidth loadings having a similar width.


JOHN M. OHMAN, Chairman
Idaho Transportation Board

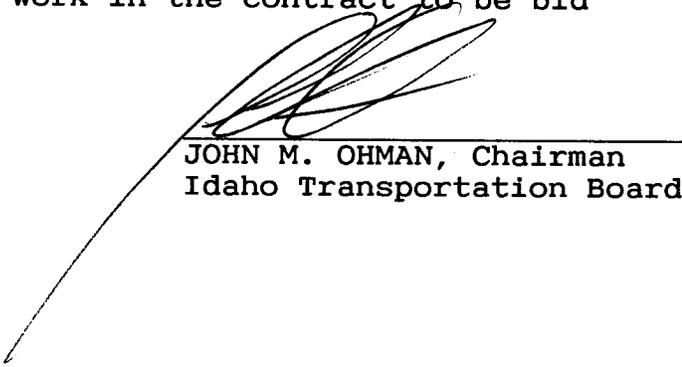
Read and approved
April 14, 1988
Boise, Idaho

SUPPLEMENT TO THE MARCH 1988 MEETING OF THE
IDAHO TRANSPORTATION BOARD

April 1, 1988

Through telephone contact with Board Chairman John M. Ohman and Member Marion Davidson on April 1, 1988, the Executive Assistant to the Board obtained approval of:

Supplement No. 10 to Engineering Agreement E-128 with McCarter and Tuller, Project ER-F-3271(43), Key 3080, Horseshoe Bend Summit to Horseshoe Bend, SH-55, \$77,790.00. The work entails establishing centerline and reference points, staking right-of-way line, placing stakes, and making office calculations. Almost \$3,000 and a month's time can be saved by having the on-site consultant perform the work beginning now rather than including the work in the contract to be bid later in April.


JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
April 14, 1988
Boise, Idaho

April 1, 1988

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

April 14-15, 1988

The Idaho Transportation Board met in regular session in Boise, Idaho on April 14, 1988 at 9:10 a.m. in the Transportation Building. The following people were present:

John M. Ohman, Chairman - District 1
 Lloyd F. Barron, Vice Chairman - District 2
 Marion Davidson, Member - District 3
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 G. Keith Green, State Highway Administrator
 Jack T. Coe, Division Administrator - Federal Highway Administration
 Judie Wright, Senior Financial Analyst - Governor's Budget Office

Welcome to Senator Phil Batt. Board Chairman Ohman welcomed Senator Batt to the meeting. The Senator indicated his resignation from the Senate would become effective April 24, 1988 at which time he could assume his position on the Idaho Transportation Board.

Board Minutes. The March Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

May 18-20, 1988 - North Idaho Board Tour
 June 9-10, 1988
 July 23, 1988 (tentative)
 August 18-19, 1988
 September 14-16, 1988 - East Idaho Board Tour

Director's Report. Director Kiebert announced 56 bills were passed in the 1988 legislative session which were of interest to the Transportation Department. Of special importance was the increase in motor fuel tax of 3.5 cents per gallon, including a change in the distribution formula effective in 1990. Representative Sessions was especially appreciative of the Director's and Chief of Transportation Services Lydston's efforts during the session. The Board acknowledged the assistance of Tax Commissioner Darwin Young in passing HB553 allowing for an exchange of information between the State Tax Commission and the Department relating to sales tax paid on motor vehicles.

Senator Batt suggested the Board develop a policy aimed at resisting efforts to divert funds from the Highway Distribution Account. A draft policy will be brought to the June

April 14, 1988

AAG947

Board meeting. Board members reiterated their position opposing a change in the distribution formula.

The Board asked CTS Lydston to inform locals of programs authorized under HB624 (gas tax increase) and HB492 (redistribution of funds from recreational vehicle licensing).

Senate Concurrent Resolution 136 was introduced by Senator Ron Beitelspacher. It urged the Board to designate portions of US-12, SH-13 and SH-14 as scenic highways. He asked for additional time to suggest a name for the scenic designation.

The Board asked the Chief Legal Counsel to draft an internal policy or guideline relating to automobile dealer bonds being in the aggregate amount rather than per claim.

Recent meetings with Joe Parkinson of Micron resulted in the following proposed plan for the SH-21 connector:

- Development company, Macron, would donate whatever right-of-way the state deems necessary across its land holdings for construction of the ultimate SH-21 four-lane facility.
- Macron will finance the construction of two lanes of the connector at a cost of \$1.4 million for a distance of 1.6 miles in compliance with FHWA requirements.
- The first two items would be performed if ITD will guarantee to have the entire two-lane facility, from Diversion Dam to I-84, in service by December 1992.

The Board asked staff to prepare a draft primary program showing necessary revisions to accommodate the proposal. A draft agreement for the Macron proposal was also requested for Board consideration at the May meeting.

Director Kiebert and Board Member Davidson met with Idaho's congressional delegation in Washington, DC and discussed the 1991 Highway Act with AASHTO staff. Senator Symms asked for ITD's priority listing of specially funded projects. The State Highway Administrator will provide that list. Director Kiebert also testified in opposition to a proposal which would establish a Motor Carrier Administration as a separate operating unit within the U. S. Department of Transportation.

The Board preferred to see an annual out-of-state travel plan for the Aeronautics and Public Transportation Advisory Board.

Board Chairman Ohman attended the Engineer-in-Training conference in Pocatello. He applauded the program as being important in the development of future leaders of ITD.

April 14, 1988

The Board went into executive session to discuss the hiring of Mel Morgan as Highway Safety Manager. Board members unanimously voted to retain the classified status of the position and not make it exempt. Mr. Morgan will remain in the temporary 8-month position. At the end of that time period, the position will be advertised open competitively. The Board returned to regular meeting topics.

Delegation - Mayor of Homedale. Mayor Fink urged the Board to consider installation of a traffic light at the intersection of US-95 and SH-19 to alleviate traffic congestion. The District will update the traffic study and submit the figures at the June Board meeting. Mayor Fink indicated residents were less opposed to the bypass now. The Board asked District Engineer Dick to keep the City advised of the bypass status.

Delegation - Jerome. County Commissioner Lierman presented a video illustrating the increased traffic on South Lincoln Avenue, SH-79, as a result of new light manufacturing interests. She and Mayor Peters believed the widening project to be critical from the standpoint of safety and traffic flow.

State Highway Administrator Green thought the project may be ahead of schedule and could be advertised this fall.

Rescission of Rule No. 39.03.27.03, Approval and Designation of Public Use Airport Sites. The Federal Aviation Administration issues an airport certification for each airport, thereby making ITD certification unnecessary and a duplication of effort.

The Board, therefore, rescinded the subject rule and authorized its Executive Assistant to process the repeal through the Administrative Procedure Act.

Rehabilitation of Shearer Airport. The airport is owned by the U. S. Forest Service and is one of only three airports serving the Selway-Bitterroot Wilderness Area. In 1983 salt was planted by unknown persons in an attempt to destroy the airport. The airport has been closed since 1984 due to surface damage by big game animals.

The USFS has agreed to undertake an extensive rehabilitation project in order to reopen the airport. The Bureau of Aeronautics proposed to assist this effort by providing wind-socks, tiedowns, signs, seed grass and big game repellent. The Board approved the assistance in the amount of \$775.00.

Contract Claim, Nelson Sand and Gravel, Project F-2391(47), Key 3025, SH-25 - Jct. Newman's Corner, US-93. The Board approved hiring M. Karl Shurtliff as hearing officer on the evidentiary hearing.

April 14, 1988

AAG947

Appeal of Mileage Tax Assessment. A Lewiston District Judge denied the Department's motion to dismiss and ruled that ITD's administrative rule and Section 67-5215, Idaho Code, are unconstitutional.

The Board authorized Chief Legal Counsel Trabert to direct an appeal to the Idaho Supreme Court.

Summary of Pending Legal Cases. CLC Trabert reviewed the status of cases before the Legal Section. He answered questions on specific cases.

Condemnation on Parcel 10, Project SR-RS-6830(17), SH-13. Attorney J. D. Hancock asked Chairman Ohman to reconsider the Court's decision regarding the Hanson's property. Board members elected not to act beyond the decision rendered by the court. They believed the court's decision was correct on the evidence and because, absent special or exigent circumstances, they do not interfere with judicial processes.

One-Stop-Shop Trucking Service Center in Idaho. The National Governors' Association developed an 8-point state motor carrier plan which has been recommended to all states for adoption. Idaho has adopted all of the recommendations except the one-stop-shop truck service center.

The concept provides for a single location or phone number that a trucker can use to secure trip permits, registration, fuel tax registration, PUC compliance, oversize and overweight permits, hazardous materials permits or endorsements, and information on Idaho's laws. ITD's Bureau of Motor Vehicles and Highway Operations, in cooperation with the Tax Commission and Public Utilities Commission, have put together a program that would implement the concept in Idaho by October 1, 1989.

The Board supported the concept and requested an update when resource needs have been determined.

Quarterly Report on Bad Checks, January-March 1988. An 88% collection experience was acknowledged for the quarter reported. The Board asked that the next report identify the percentage of bad checks compared to the total amount of checks received.

Permit Fees for Overweight and Oversize Non-Reducible Loads. During 1988 staff will evaluate the administrative cost basis of permits fees outlined in Rule 39.02.05.09. Results of the study, industry input and proposed fee changes, if any, will be presented to the Board for consideration.

Application for 1987 Rural Transportation Assistance Program (RTAP) Funds. RTAP is a component of the Urban Mass

April 14, 1988

Transportation Administration (UMTA) Section 18 program. It provides a source of funds for innovative projects to meet the critical technical assistance and training needs of rural public transportation providers.

The Public Transportation Section recommended and the Board approved applying for 1987 funds in the amount of \$126,367.00. The RTAP Advisory Group will meet to compile a recommended program of projects.

Program of Projects for UMTA Section 16(b)(2) Funds.
The total allocation of funds available to Idaho is \$225,106.00. Twenty-one applications for capital assistance in FY88 were received from private non-profit organizations that provide transportation services to the elderly and handicapped.

The Board reviewed and approved the ten projects recommended for funding by the review committee. The total estimated program amount, including local match, is \$270,127.00.

Palouse Empire Regional Rail Study. The joint effort with Washington State Department of Transportation analyzed 540 miles of rail trackage in the Palouse and Camas Prairie regions. The study evaluated the economics of the remaining rail system and identified alternative methods for retaining essential rail service. It will serve as a tool for shippers, communities and local officials who have a stake in preserving rail service in their area.

The Board reviewed the executive summary and approved the report for final distribution.

St. Maries River Railroad Rehabilitation Project, Phase VII. The total cost for Phase VII, including local match, is \$285,714.00. Work in this phase will complete repairs on the bridge, relay 1.8 miles and improve another ten miles of trackage. The Board approved the FY87 work plan.

ITD will not receive FY88 funding from the Federal Railroad Administration (FRA) except for \$48,000.00 in entitlement funds. All discretionary funds were earmarked, despite the fact that AASHTO has opposed earmarking. The Board supported staff efforts to convince Idaho's congressional delegation to continue the Local Rail Assistance Program at an acceptable level of funding and without earmarking.

Addition to the State Highway System, Former SH-7 from Nez Perce to the Clearwater County Line. The subject road was removed from the system in 1978 as a result of a state-wide review of low volume roads. Prairie Highway District Commissioners requested the 11-mile segment be returned to the system because the road will soon need to be resurfaced,

April 14, 1988

AAG947

a financial impossibility for the District. In addition, the Commissioners claim the traffic has greatly increased in recent years due to recreational activity on Dworshak Reservoir and steelhead fishing on the Clearwater River.

Staff pointed out that with the increase in motor fuels tax, Prairie Highway District will receive an additional \$14,600 from the Highway Distribution Account.

Since the Board will be meeting with the Commissioners on tour in May and then traveling the route in question, action on the request was deferred until then.

State Highway Administrator's Report. SHA Green announced that an investigator had been hired, at a cost not to exceed \$5,000, to look into alleged bidding improprieties on Kathleen Avenue and US-95, Project HES-5116(64). The Board agreed with the recommendation to postpone the project until the investigation was completed. A report will be made to the Board in May.

WHEREUPON the Board recessed at 4:30 p.m.

April 15, 1988

The Board meeting reconvened at 9:00 a.m. on Friday, April 15, 1988 at the Transportation Building, Boise, Idaho.

State Highway Administrator's Report - Continued. At a recent WASHTO Spring Workshop, SHA Green experienced some concern that states would not be able to unite to effectively influence Congress regarding the 1991 Highway Act. The Board suggested that Director Kiebert initiate a campaign to contact his counterparts in other western states to identify needs and wants in the next bill legislating highway appropriations.

Reports from Denver indicate that gasohol was not the preferred additive by consumers when faced with the requirement to clean up the air. Approximately 85% of the motor fuel contained an additive other than gasohol.

The Traffic Section contacted Oregon Department of Transportation regarding logo signing for Gordon Curtis' RV Park in Fruitland. No change in signing or location was proposed by Oregon. The Board reiterated their decision (see February and March minutes) to sign the most direct route. Mr. Curtis will be advised of his options and asked to communicate his preference to the District 3 Engineer.

The Raft River rest areas will be closed now that the Coldwater and Massacre Rocks rest stops are open. The Board suggested that area legislators be advised of the closures.

April 15, 1988

Advance Construction of Federal-Aid Projects. SHA Green described the process whereby projects could be constructed with state funds in advance of apportionment of federal-aid funds, then the federal share of the project's cost would be subsequently reimbursed to the state at a later date, when needed. For each category, except Interstate and Primary, advance construction may be approved only if the state has used all apportioned funds or demonstrates that it will use all its obligational authority.

Revisions to the Primary, Secondary, Urban, HES and Rail-Highway Development Programs. The Board approved the following projects for advance construction in FY88:

<u>Key No.</u>	<u>Route No.</u>	<u>Project Location</u>
3561	US-95	SMV Lanes, Moscow
3255	US-26	Peoples canal to Jct. SH-39
569	SH-79	Jct. I-84 to Jerome SCL
2496	SH-79	Ave. I to Ave. H
1620	SH-79	South of Jerome
4194	Dist. 2	Districtwide guardrail
4173	Local	Cole & Franklin, Boise

The Board further advanced the following secondary projects to FY88 to fully utilize that category of funds:

3585	Local	S. Main & Jenkins, Malad, Oneida County
1707	Local	Parks Road, Bingham County

Delegation - Franklin County. Commissioner Buttars requested the Board add to the state highway system a section of road from Weston to the Utah state line, a distance of 4.02 miles. He said the traffic flow has changed since SH-36 was added to the system in 1986; it is the closest route between I-15 and points in Utah; and it would connect two state highways that are four miles apart.

The Board asked staff to update the traffic study and identify any changes in employment characteristics in the area and present the information at the June meeting.

Consultant Agreement for Contract Claim Services, Project IR-84-2(20)49, Key 3220, I-84. In February the Board approved hiring Associated Construction Consultants to assist in defending the Eterna-Line Corporation contract claim. Due to the change in complexity and amount of the claim, the Chief of Highway Operations received approval to expand the contract not to exceed a total amount of \$190,000.00.

April 15, 1988

AAG947

Approval of State Funded Projects. The Board approved construction of the following highway improvement projects with state funds:

<u>Key No.</u>	<u>Route No.</u>	<u>Project Location</u>
4284	SH-13	Upper portion of Harpster Grade
4283	SH-55	City of Horseshoe Bend
4282	SH-21	Intersection of Gowen Road and Federal Way, Boise
4279	US-30	Intersection of Kimberly Road and Eastland Drive, Twin Falls
New	US-95	North of New Meadows

Status of State Railroad Grade Crossing Protection Funds. In accordance with Board Policy B-19-06, the Traffic Section prepared a status report of the account for FY88. More than \$150,000.00 was obligated for crossing improvements. Proposed projects in FY89 amount to \$74,000.00.

Rule No. 39.02.05.06, Allowable Vehicle Size. Due to an amendment to Title 23, Code of Federal Regulations, Part 658 (effective February 29, 1988), the legal length laws for automobile transporters and triple saddlemount vehicles in Idaho Code are now in violation of the federal regulations. The proposed change to the subject rule would bring Idaho into compliance with federal regulations until the next state legislative session when an amendment can be proposed.

The Board approved the revisions and authorized its Executive Assistant to process them through the Administrative Procedure Act.

Rule No. 39.02.05.09, Special Permits for Overweight and Oversize Vehicles. Proposed additions to this rule include the definitions of automobile transporter and triple saddlemount vehicles to correspond with revisions to 39.02.05.06 described previously.

The Board approved the definitions and authorized its Executive Assistant to process the revision through the Administrative Procedure Act.

Special Permit to Operate Overlength on US-2. Mr. Wesley Olson of Sandpoint requested to haul logs on US-2 from Priest River to Jct. US-95 with a doubles combination that is 95 feet overall length. According to staff calculations the unit should not present a safety hazard to the traveling public.

The Board authorized staff to issue a special permit allowing the proposed operation.

Quarterly Report on Federal-Aid Program Obligations, January-March 1988. Obligations amount to \$42.8 million with a remaining balance of \$73.8 million for FY88.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Stockpile 6682, Key 3707 - Sugar City Maintenance Yard.
Low bidder: C&H Construction, Inc., Idaho Falls, Idaho - \$57,427.57.

Project FR-4114(70), Key 3348 - Mineral Mountain Rest Area. Low bidder: Robert B. Goebel General Cont., Inc., Spokane, Washington - \$616,941.70.

Project RS-3710(1), Key 3583 - Sommercamp Road, Stage 1.
Low bidder: Nampa Paving & Asphalt Co., Nampa, Idaho - \$748,618.07.

Project IR-15-1(104)56, Key 4162 - South Inkom Interchange. Low bidder: H K Contractors, Inc., Idaho Falls, Idaho - \$45,488.00.

Project F-4113(76), Key 2501 - Lawyer's Canyon. Low bidder: Murphy Brothers, Inc., Spokane, Washington, - \$3,928,008.55.

Building 9901, Key 4250 - Bridge Section Remodel. Low bidder: Anthony Construction Company, Boise, Idaho - \$46,548.00.

Project BR-SOS-2900(4), Key 3394 - Boulder Creek Bridge.
Low bidder: Latah Heavy Hauling, Moscow, Idaho - \$48,047.97.

Sign Status Report, January-March 1988. A total of 116 illegal and non-conforming signs remain, a decrease of 32 from the last quarterly report.

Initiate Negotiations, Parcel 7, Project SR-RS-3782(2), Key 694, SH-69. The right-of-way requirement is a strip taking of 2.889 acres and a temporary easement of 0.43 acres. The Board authorized staff to initiate negotiations in excess of \$100,000.00 and granted additional authority to settle within 10 percent of the reviewed fair market value if necessary.

Waiver of Dual Appraisal Requirement, Parcel 10, Project IR-184-1(15)0, Key 4211, I-184. The parcel is a bare land tract zoned commercial and is uncomplicated in nature. To alleviate a minimum two months' delay in the project, the Board approved the staff recommendation and waived the requirement for dual appraisal.

April 15, 1988

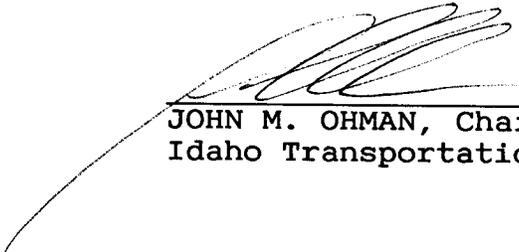
AAG947

Grant of Permanent Easement, Project IRG-84-2(8)51, Key 2765, I-84. The Orchard Street interchange signalization project required power to be run into the site by Idaho Power. The Board granted the request for a permanent easement in favor of Idaho Power allowing the company to locate the underground power source and maintain it thereafter.

Approval of Land Trade, Project IR-84-1(9)49, Key 3010, Parcel 6-R, I-84. Under an approved negotiated settlement, the remainder was traded as partial payment for required rights-of-way. The Board executed the deed conveying the remainder under Parcel 6-R to Teton Crane & Transport Co., Inc.

Alternate Hearing Officer. The Board's Executive Assistant will be an alternate hearing officer replacing James W. Hill who retired.

WHEREUPON, the Board meeting adjourned at 1:30 p.m.



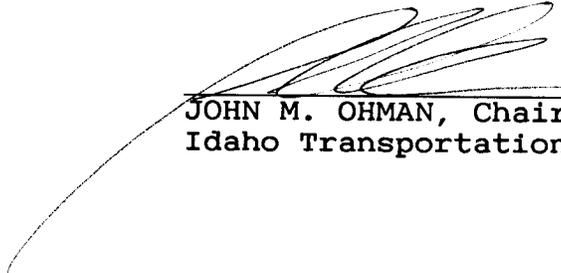
JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
May 20, 1988
Boise, Idaho

SUPPLEMENT TO THE APRIL 1988 MEETING OF THE
IDAHO TRANSPORTATION BOARD

April 27, 1988

Through telephone contact with Board Chairman John M. Ohman and Member Marion Davidson on April 27, 1988, the Executive Assistant to the Board obtained approval for staff to begin negotiations, in excess of \$100,000.00, on Parcel 10, Project IR-184-1(15)0, Key 4211, I-184. The Board granted additional authority to settle the parcel within 10 percent of the reviewed fair market value if necessary.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
May 20, 1988
Boise, Idaho

April 27, 1988

REGULAR MEETING AND NORTH TOUR OF THE
IDAHO TRANSPORTATION BOARD

May 17-20, 1988

The following people met in Lewiston, Idaho on May 17, 1988:

John M. Ohman, Chairman - District 1
Marion Davidson, Member - District 2
Phil Batt, Member - District 3
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
G. Keith Green, State Highway Administrator
Jack T. Coe, Division Administrator - Federal Highway Administration
Eldon Green, Regional Administrator - Federal Highway Administration
Judie Wright, Senior Financial Analyst - Governor's Budget Office

May 18, 1988

Breakfast with Lewiston Chamber of Commerce. Board Chairman Ohman told the Chamber's membership about improvements made to US-95 since 1975 and current efforts urging Senator Symms to sponsor legislation designating US-95 as a "priority project" highway from Eastport to Homedale. If approved, that designation would allow the Department to use Interstate 4R funds on US-95 improvement projects.

Director Kiebert spoke of planned projects on US-95 and what the Department is doing to correct problem areas north of New Meadows and north of Bonners Ferry to allow longer truck combinations and cattle haulers to operate on US-95.

A Chamber member urged the Board to schedule the Indian Valley project between Emmett and Mesa. Chairman Ohman said the Department is proceeding with preliminary work on the proposed route but it is not programmed in the current six-year plan. He cited serious opposition to the project from environmental and wildlife groups.

District Engineer Clayton and Assistant DE Ross drove the tour group south on US-95 then SH-62 to Nezperce.

Delegation - Prairie Highway District Commission. Chairman Snyder asked the Board to return old SH-7 to the state highway system. He cited increased costs to maintain the road which was removed from the system and relinquished to the Highway District in 1978. Traffic has increased on the road since then, Snyder said, because of recreational developments at Dworshak Reservoir. Jack Miller alleged that commitments made by the Board in 1977 to improve the road prior to relinquishment had not been fulfilled.

May 18, 1988

AAG947

The Board asked staff to research files and Board minutes and provide a history of the project at the June meeting. Further action on the request was deferred until then.

From Nezperce, the tour continued on old SH-7 into Orofino.

Delegation - Senator McLaughlin and Representative Judd. The legislators spoke to Board members about general needs in the area, including Orofino Bridge and SH-11.

From Orofino, the Board and staff drove on a former state highway, then SH-3 to St. Maries where DE Baker and ADE Wolf joined the tour. From St. Maries the group traveled SH-97 and I-90 to Post Falls.

Dinner with Washington State Transportation Commission and Staff. Several topics of mutual interest were discussed during dinner. A request was made to Idaho that the Down-river Road in Lewiston-Clarkston valley be considered for inclusion in the state highway system in Idaho. Washington staff is currently analyzing a similar request. The road is located north of the Snake and Clearwater Rivers and consists of approximately 2.2 miles in Washington and 2.1 miles in Idaho. The portion of road in Washington is designated and maintained as a county road, with the road in Idaho designated and maintained as a Lewiston city street. A letter from the Ports of Clarkston, Lewiston and Whitman County written jointly to the Idaho Board and Washington Commission supported the request for state designation of the entire route as an alternate to US-12.

Idaho staff will evaluate the request and prepare a recommendation for the August Board meeting.

May 19, 1988

Delegation - Post Falls Highway District Commission. Secretary-Treasurer Wilbur presented the "South of the River" transportation plan emphasizing the importance of the West Riverview Road to the District's plan. Concern centered on the recent secondary exchange program offered to local entities and the possibility that no funds would remain for the scheduled project in 1992 should other entities take advantage of the exchange option. The Commission asked the Board to accelerate the project to 1989.

Staff will evaluate the impact of the secondary exchange program, its impact on the West Riverview Road project and discuss findings at the June Board meeting.

May 19, 1988

From Post Falls the trip continued on I-90 and US-95 to Athol where a tour of the Silverwood Transportation Museum was made by District personnel and Board members. DE Clayton and ADE Ross returned to Lewiston.

Delegation - Representative Steve Herndon. Board Chairman Ohman asked staff to analyze Rep. Herndon's request for school crossing signing similar to what he'd seen in other states. Director Kiebert will respond.

After lunch with Frances Swanson in Sandpoint the group departed on US-95 to Bonners Ferry, then on US-2, SH-56 in Montana and SH-200 returning to stay overnight at Sandpoint.

May 20, 1988

The tour continued on US-2 to Oldtown for an inspection of the bridge project. From there, tour members drove SH-41, SH-54 and US-95 stopping for a tour of the Waferwood Division of Louisiana Pacific.

Presentation by District 1 Maintenance Personnel to Board Members and Director. Bob Ewing, Don Johnson and Mac McDonald presented ITD belt buckles to Board Members Ohman, Davidson and Batt and Director Kiebert. The gifts were donated by District Maintenance Section personnel from their coffee fund.

Election of Officers. Mr. Davidson nominated Mr. Ohman as Chairman, seconded by Mr. Batt. Motion carried. Mr. Davidson nominated Mr. Batt as Vice Chairman. Mr. Batt declined the nomination saying that since he was new to the Board, he preferred that Mr. Davidson serve as Vice Chairman. Mr. Batt made that preference in the form of a motion, seconded by Mr. Ohman. Motion carried.

Board Minutes. The April Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

July 23, 1988
 August 18-19, 1988
 September 14-16, 1988 - East Idaho Board Tour
 October 13-14, 1988

Exempt Salaries. The Board approved the recommendation of the Personnel Commission and the Governor's Office on exempt salaries for the Director, State Highway Administrator, Chief Legal Counsel and Executive Assistant to the Board.

Director's Report. Director Kiebert, Deputy Director Neumayer, Personnel Supervisor Transtrum and State Highway

May 20, 1988

AAG947

Administrator Green held employee meetings in all Districts and Headquarters. Legislative actions, department policies and planned changes affecting employees were discussed. Of most concern to employees was increased health costs.

The Board expressed special appreciation to Conni Swearingen and Jeff Stratten for another successful statewide anti-litter campaign. Board members also recognized the extra efforts of maintenance crews throughout the state in local litter pick-up activities.

Director Kiebert attended the Governor's Conference on Tourism in Sun Valley. Attendees were especially interested in highway maps and the signing program.

Governor Andrus dedicated the Snake River View rest area and the new "Celebrate Idaho With Us" border signs commemorating Idaho's Centennial in 1990.

In accordance with Board Policy B-18-02, the Board was advised that Morris W. Detmar was named the Titles and Dealer Operations Manager in the Motor Vehicle Bureau.

Legal Report on Automobile Dealer Bonds. Chief Legal Counsel Trabert provided background information relating to dealer bonds being in the aggregate amount rather than on a per claim basis. In 1986 the bond form was rewritten to conform to Section 49-2409, Idaho Code. To further clarify the issue, the Board asked Mr. Trabert to draft an internal policy as well as proposed legislation for introduction during the 1989 session.

Supportive Services for On-the-job Training. The Department currently has a balance of \$42,813 in federal OJT training funds to be expended in recruiting and assessing skills of trainees for employment by contractors in the highway construction industry. FHWA indicated financial support for this purpose has been phased out and suggested ITD expend the carryover funds.

The Board approved the staff request to solicit proposals from consultants to provide the supportive services outlined in the amount of \$42,813.

SH-21 Connector from I-84 to Diversion Dam. In February 1981 the Transportation Board approved the SH-21 connector location and subsequent relinquishments when the project was completed. The Board reaffirmed that decision.

The Board was advised that FHWA indicated in an April 28, 1988 letter that interest on private bonds would not be eligible for federal-aid reimbursement.

The SH-21 connector is presently listed as the 7th priority project beyond the current six-year program. The

May 20, 1988

Board considered several possibilities for increased funding for primary projects:

- Increased primary funding within a new Highway Act beginning in FY92.
- Flexibility of using uncommitted Interstate funds upon completion of the Interstate system in FY92.
- Designation of US-95 as a "priority project" in the current Highway Act which would allow the use of Interstate 4R funds on US-95, thereby freeing up primary funds.

Recognizing the uncertainty of funding levels, the Board advanced the SH-21 connector project to FY93 without delaying projects in the current six-year program.

Staff will continue to work on a draft agreement between ITD and Macron Partnership for construction of the connector to be submitted at the June meeting. The draft agreement will include the project's benefit to the traveling public. In the meantime, the Board authorized staff to proceed with the development of project construction plans for the first 1.6 miles of the SH-21 connector.

96-Hour Trip Permits. Section 49-120, Idaho Code, provides for the issuance of 96-hour trip permits in lieu of registration for vehicles in excess of 8,000 gross vehicle weight. The Code also allows the department to establish vendors to sell the permits. The vendors must guarantee payment by giving a bond to the State of Idaho in an amount provided by the Board. It has been the practice that each vendor is bonded in an amount equal to 2.5 times the monthly sales with a minimum bond of \$2,000.

Since the bond amounts vary from vendor to vendor, the Board delegated authority to the Chief of Motor Vehicles to establish the amount of bonds for 96-hour trip permits.

Motor Carrier Advisory Committee (MCAC) Task Force to Study Commercial Vehicle Registration System. The MCAC unanimously approved a "Task Force on Ton-Mile Tax." The task force will look at alternative forms of commercial registration. The resulting proposal should be as close to revenue neutral as possible in addition to being cost effective, efficient and easy to administer.

State Highway Administrator's Report. No bidding irregularities were found on the Kathleen Street signal project in District 1. The project will be readvertised.

A concerted effort to encourage advancement of the Karcher Interchange on I-84 has been expended by Karcher Mall merchants.

May 20, 1988

AAG947

Board member Batt expressed serious concern over the deck rehabilitation project on the "Flying Wye" structures on I-84. A progress report and explanation of project delays were provided.

Consultant Agreement, Project ID-I-90-1(101)16, Key 0062, Bennett Bay Bridge, I-90. The District requested assistance from the designer of the bridge, HNTB, on construction inspection because of the engineering familiarity with this specific type of design.

The Board authorized negotiation of a consultant agreement with HNTB in the amount of \$300,000 to inspect construction and check shop drawings.

Special Permit Based on Economic Hardship, SH-55. Gene Brumbaugh requested a special permit to operate a trailer which exceeds the 39-foot kingpin setting for one year on SH-55. He purchased the trailer not knowing that it would be illegal to operate on SH-55 between Caldwell and Round Valley. One year will allow him time to purchase a new trailer.

The Board granted the request and authorized staff to issue a special permit based on economic hardship provisions of Rule 39.02.05.09, Section 12,04,4.

Consultant Services for Traffic Signal Work with Department of Water Resources. Through an agreement with the Department of Water Resources, \$265,000 has been made available for improvement and optimization of traffic signal timing throughout the state. The funds are part of court settlements with petroleum companies resulting from overcharges in the 1970s and early 1980s.

The Board approved advertising for an engineering consultant to perform the necessary work proposed, contingent upon receiving an executed agreement with the Department of Water Resources for the funds.

State Funded Project, SH-64. The Board approved construction of the following highway improvement project with state funds:

<u>Key No.</u>	<u>Route No.</u>	<u>Project Location</u>
4000	SH-64	2 Miles East of Nezperce, Kamiah Grade

Release of Haul Road Easement, Source E1-66. The materials source was released back to the State Land Board in 1978. The haul road easement was not released at that time due to an oversight.

The Board approved the State Land Board request and executed the easement.

Condemnation Action. The Board signed the orders of condemnation on the following parcels as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
F-FR-3271(44)	13	Donald L. Layne, et ux	Eagle Rd.
F-FR-3271(44)	15	Robert Burke, et al	Eagle Rd.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

HES-5116(64), Key 3795 - Kathleen Avenue and US-95. Only two bids were received; one of which was irregular. Board Chairman Ohman received numerous calls regarding possible unfair bidding practices. (See minutes of April 14, 1988 authorizing hiring of investigator and discussion in these minutes.) The Board agreed that the bid should be readvertised at a later date.

Projects ER-F-3271(43) and BR-SOS-0800(2), Keys 3080 and 4195 - Horseshoe Bend Summit to Horseshoe Bend and Shafer Creek Bridge. Low bidder: Western Construction, Inc., Boise, Idaho - \$6,528,985.39.

Project M-7054(002), Key 3804 - Snake River Avenue and Snake River Grade in Lewiston. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$153,541.10.

Projects I-184-1(7)4, IR-84-1(9)49, SR-RS-3782(2) and FG-3271(44) - Orchard Extension, Maple Grove Grade Separation, SH-69-Amity Road to I-84 #1 and Eagle Road to I-84. Low bidder: Paul K. Olsen, Ucon, Idaho - \$-26.26.

Stockpiles 2635, 4538, 4539, 4541, 4553 and 4554, Keys 2431, 3689, 3690, 3963, 4266 and 4267 - Stockpiles at Bliss Yard, N. Railroad Tracks, East Hazelton, Hansen Br. North, Wendell and Twin Falls Yard. Low bidder: Kloefer, Inc., Paul, Idaho - \$297,975.00.

Supplement 12 to E-80, Project I-184-1(7)4, Key 2881, I-184. This supplement is to design replacement of access lost along River Street. Staff determined that access will be more cost effective than right-of-way acquisition. The supplement also includes resampling and retesting of waste

May 20, 1988

AAG947

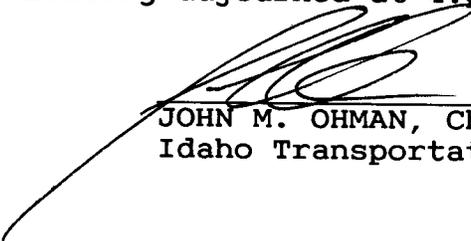
material at the Foster-Fletcher site, design of a computerized sprinkler system, preparation of documents for a plant material growing contract, revision to guardrail details to facilitate construction and improve end treatments, and design of an extension to the Boise River Slough Bridge.

The Board approved the supplement with CH2M Hill at a cost of \$69,106.90.

Consultant Agreement, Projects F-5121(44) and (19), Keys 4178 and 717, US-2. Due to lack of manpower, District 1 requested a consultant for preliminary engineering on Thama-Wrenco Loop and Wrenco Loop-Dover.

The Board authorized staff to begin negotiations with consulting firms for design engineering at an estimated cost of \$980,000.

WHEREUPON, the Board meeting adjourned at 4:30 p.m.


JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
June 9, 1988
Boise, Idaho

SUPPLEMENT TO THE MAY 1988 MEETING OF THE
IDAHO TRANSPORTATION BOARD

May 31-June 1-2, 1988

Through telephone contact with Vice Chairman Marion Davidson on May 31, 1988, Member Phil Batt on June 1, 1988 and Chairman John M. Ohman on June 2, 1988, the Executive Assistant to the Board obtained approval of:

Sale of 800 tons of covercoat material, Type 2 from Material Source Bu-28, SH-33, to Butte County at a cost of \$7.07 per ton for a total of \$5,656. The unexpected need occurred when the chip seal failed on Project SR-RS-6844(2), Little Lost River Highway. The sale would not adversely affect ITD's operation.

The 7% surcharge was waived since Butte County is a tax-supported agency and this is a federal-aid project.


JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
June 9, 1988
Boise, Idaho

May 31-June 1-2, 1988

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

June 9-10, 1988

The Idaho Transportation Board met in regular session in Boise, Idaho on June 9, 1988 at 9:00 a.m. in the Transportation Building. The following people were present:

John M. Ohman, Chairman - District 1
 Marion Davidson, Vice Chairman - District 3
 Phil Batt, Member - District 2
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 G. Keith Green, State Highway Administrator
 Robert Clour, Assistant Division Administrator - Federal Highway Administration
 Judie Wright, Senior Financial Analyst - Governor's Budget Office

Board Minutes. The May Board minutes were approved as distributed to Board members. Member Batt suggested that a taped recording be made of presentations by delegations.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

July 23, 1988 - WASHTO - Kalispell, Montana
 August 18-19, 1988 - Wallace
 September 14-16, 1988 - Districts 5 and 6
 October 13-14, 1988 - Boise
 November 17-18, 1988 - Twin Falls

Presentation by District 1 Maintenance Section Employees. The Board thanked the employees for the generous gifts of polished brass belt buckles with the ITD insignia presented during the May Board tour. Board members appreciated that the gifts were provided from the Maintenance Section's employee coffee fund.

Director's Report. Director Kiebert met with the Panhandle Resource Group in Sandpoint. Members indicated they were pleased with Port of Entry operations and the attitude of employees. An update on the status of local projects in the Sandpoint area was provided.

The Director learned that some saw mills have agreed not to pay for loads over 80,000 pounds in an attempt to control overweight loads on the state's highway network.

The uninsured motorist program, effective July 1, 1988, has been put on hold since the study, required by legislation, indicated that random sampling of motorists would do little to solve the problem. The Legislature asked the Department to study alternative methods of reducing Idaho's uninsured motorist problem. Those options will be presented

June 9, 1988

AAG947

to the 1989 Legislature. The Board asked that legislation similar to SB1464 be proposed for the 1989 session. That bill would, among other things, require suspension of a drivers license for failure to have liability insurance.

Rule 39.01.34.01, Bonding Requirements for Vehicle Dealer License. The new rule was drafted to clarify the limits of a vehicle dealer's licensing bond. When SB1236 was passed in 1988, the following language was inadvertently eliminated: "the total aggregate liability on the bond shall be limited to the payment of the amounts set forth in this section." Legislation will be drafted for the 1989 session to correct the oversight. The bond form will be adjusted accordingly.

The Board approved the new rule on an emergency basis as a means to protect the concerns of the insurance industry and vehicle dealers until the problem can be corrected. It will be processed through the Administrative Procedure Act by the Board's Executive Assistant.

Publication of Rules. Section 67-5205, Idaho Code, requires that compilations of rules "shall be supplemented or revised as often as necessary and at least once every two years." The index of rules was last approved in June 1986.

The Board approved the list of rules currently in effect and authorized its Executive Assistant to publish the same in accordance with the Administrative Procedure Act. That list is as shown in Exhibit C-275 which is made a part hereof with like effect.

Delegation - John Watts, Co-Director, Friends of the Payette. Mr. Watts asked the Board to consider historical and informational signing of twenty rapids on the Payette River from Banks to Garden Valley and along SH-55 from Smith's Ferry toward Horseshoe Bend. The group's goal is to keep the river system free from further hydroelectric projects and to retain it for economic development and recreational use. They believe signing of the more spectacular rapids will enhance the beauty and significance of the river and encourage tourism. Watts offered technical and financial assistance from the group and indicated a willingness to reduce the number of rapids to be signed if necessary.

Chairman Ohman said the Board would look closely at the safety aspect of the proposal, e.g. distractions for the traveling public. Vice Chairman Davidson asked what the group's policy was on highway improvements or diverting commercial traffic due to anticipated increased recreational traffic. Watts indicated he would check and communicate the position to the Department.

The Board asked staff to investigate the permissibility of the proposed signs and prepare a recommendation for the July meeting.

Delegation - Alan Winkle, Deputy Director, Public Employee Retirement System (PERS). Board members' have not contributed to the retirement system since 1981 according to instructions from the PERS staff. When Mr. Batt was named to the Board, he questioned that determination. Mr. Winkle admitted that Board members should have been eligible for inclusion in the retirement system since 1967.

Winkle intends to reconstruct the history for current and past Board members. In addition, an audit system will be created to monitor the system so this discrepancy does not reoccur. The evaluation will be available for the July meeting.

Delegation - Sun Valley Mayor Ruth Leider. Mayor Leider asked that SH-75 through Sun Valley be renamed US-93 Alternate or US-93. The highway map leads tourists to believe that US-93 is a better route because, she commented, the highway numbers appear larger and bolder in print. She believes the existing designation is confusing to tourists; the inference is that US-93 is the best maintained road with more scenic attractions and travel conveniences.

Chamber Executive Director Wendy Jaquet supported the Mayor's request and presented additional letters of support from the City of Stanley, David H. Leroy, Lindal Cedar Homes, Sun Valley Company and the City of Hailey. Director Kiebert had received support from State Representatives Robbins and Neibaur and Senators Peavey and Anderson.

Barbara K. Wilson is a travel host for the Idaho Department of Parks and Recreation at the new Snake River View rest area on I-84 near the Oregon border. She endorsed the renumbering of SH-75 for ease in directing visitors through the Sun Valley and Sawtooth National Recreation Area.

State Highway Administrator Green remembered that when a four-lane highway through Sun Valley-Ketchum was proposed, locals objected. The Board, therefore, decided to renumber US-93A through Arco to US-93, and renumber the highway through the Sun Valley area from US-93A to SH-75 and designate it Sawtooth Scenic Route. Green asked if the community was interested in improving the road through Ketchum to alleviate congestion. Mayor Leider said SH-75 should not be considered unsafe because of recent improvements such as larger shoulders and turn bays.

The Board asked staff to investigate alternative designations and present a recommendation to the Board.

June 9, 1988

AAG947

Lunch with Idaho Highway Users Conference (IHUC).

Harold West urged improvement to US-95 near Elephant Butte, south of Marsing. He also said it was difficult for tourists to get to McCall through the Karcher intersection, Nampa and Meridian. SHA Green said projects on US-95 from Marsing to Elephant Butte and from I-84 to Parma will be started next year; Karcher Interchange is being designed.

On legislative issues, Chairman Logan Lanham expressed IHUC support for returning interest on the highway funds to the Department. Director Kiebert appreciated the users' support for increased gas tax passed in the 1988 legislative session.

Delegation - Theo I. Hanson, Rigby. Mr. and Mrs. Hanson said the project on SH-33 was a good job but that the court had not awarded them just compensation for value lost. He was not allowed enough to replace barn and corrals and did not get a decent approach to his property. No one in court understood a cattle operation, he said.

Chairman Ohman said the Board was not inclined to interfere in the judicial process. However, the Board asked staff to look again at the property access and the turnaround for cattle trucks. Mr. Hanson will be advised of the Board's decision.

FY89 State Airport Aid Program and General Aviation Multi-year Federal Aid Grant Program. The Board approved the airport improvement projects as outlined in Exhibit C-276 and the planning program shown in Exhibit C-277 which are made a part hereof with like effect.

Big Canyon Creek Powerline. The powerline is located approximately six miles north of Craigmont and crosses a deep drainage. The Bureau determined the powerline presented a hazard to aircraft flying the canyon and should be marked.

In accordance with Rule 39.03.27.5 the Board ordered the powerline marked as outlined by the Bureau of Aeronautics. If the cost to Clearwater Power Company, Lewiston, is over \$20,000, the subject should be brought before the Board again.

Cottonwood Municipal Airport, Project SP-04178-3A-04. Due to higher than anticipated paving bids, the City requested an additional \$7,350 for the project.

The Board approved the request, as recommended by the APT Advisory Board, and raised the project limit to \$37,350.

Addition of a Portion of SH-7 to the State Highway System. The Board asked staff to evaluate the entire highway system, both local and state, in the subject area surrounded by Nezperce and bordered by Orofino, Craigmont, Kamiah,

Kooskia and Grangeville. SHA Green indicated the study may take several months but that the Board would be kept apprised of the status. The Board's Executive Assistant will advise Prairie Highway District Commissioners that the subject has been deferred pending further investigation.

Board Policies on Diversion of Funds from the State Highway Distribution Account and the Federal Highway Trust Fund. The Board reconfirmed their position to resist any efforts to divert revenue derived from highway-user fees from the Highway Distribution Account in the dedicated fund of the state treasury. The Board further directed staff to monitor all relevant sources of information in order to detect trends, proposals, recommendations or action that might lead to the diversion of Federal Highway Trust Fund revenues for non-highway purposes. The Board approved both proposed policies.

Renewal of BSU Internship Program Agreement. The renewal will continue to provide interns and faculty support work for the Pavement Performance Management Information System, the Highway Needs Work Program, the Local Jurisdiction Needs Model, the Highway Investment Analysis Package, the Highway Performance Monitoring System, Construction and Users Cost Information file, the Traffic Monitoring Guide, the Vehicle Classification Study and other projects related to highway statistical analyses and reports. A handout of performance results to date for each program was given to the Board members.

The Board extended the contract until June 30, 1989 at a cost of \$166,283.59. It will be financed from HPR funds.

Extension of Technical Support Agreement with BSU Research Center. This year's technical work program includes several improvements to the Highway Needs Model and the Highway Investment Analysis Package which are used to better evaluate the rehabilitation and construction needs on the state highway system.

The Board approved the 1989 contract in the amount of \$49,748.64.

UMTA Section 8 Technical Studies Grant. The Public Transportation Section recommended submittal of a unified application for \$60,000 to be used for planning and technical studies. Distribution of the funds will be

Ada Planning Association	\$20,000
North Bannock Metropolitan Planning Org.	30,000
ITD Public Transportation Section	10,000

The Board approved the tasks outlined and authorized submission of the application.

June 9, 1988

AAG947

Rule 39.02.05.08, Legal Weight Limits. The Federal law, STURAA of 1987, Section 119, mandated a vehicle weight exception to the federal bridge formula. Tank trailers, dump trailers and trailers for ocean transport containers are authorized to operate two consecutive sets of tandem axles at 34,000 pounds each with a 30-foot interior bridge, measured from front axle of drive tandems to rear. The exception was due to expire September 1, 1988 but has been extended to September 1, 1989. The rule was revised to correspond to the extension allowed in federal regulations.

The Board approved the rule and authorized its Executive Assistant to process it through the Administrative Procedure Act.

Rule 39.02.05.07, Routes Restricted for Long Trailers. Recent route evaluations revealed certain restrictions could be revised on the following highways:

US-12, Jct. of US-95 to Kooskia - no restriction for kingpin setting or off-tracking.

US-95, Grangeville to Riggins - operation allowed by special permit for 48-foot semitrailers that exceed the 39-foot kingpin to last non-steerable axle if 5.5-foot off-track is not exceeded.

The Board approved the rule and authorized its Executive Assistant to process it through the Administrative Procedure Act.

Conveyance of Uneconomic Remainder, Project I-90-1(138)14, Key 2601, Parcel 55-R, I-90. In February 1988 administrative authority was given to trade the subject remainder to the adjacent landowner as partial payment for required right-of-way. Said trade has been consummated and conveyance of the uneconomic remnant was requested.

The Board approved the recommendation and executed the quitclaim deed in favor of Mr. and Mrs. William H. Berry.

Initiate Negotiations in Excess of \$100,000.00, Project I-184-1(5)4, Key 2763, Parcels 2, 3 and 14, I-184. The Board concurred in the Chief of Highway Operations' recommendation and authorized initiation of negotiation on the subject parcels with additional authority to settle within ten percent of the reviewed fair market value if necessary. Parcel 3 includes an uneconomic remainder valued at \$100.00. Negotiations on Parcel 14 may proceed to a total buyout if necessary.

Condemnation Action. The Board signed the orders of condemnation on the following parcels as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
IR-84-1(12)45	11	Emilia Oliason, et al	I-84
IR-84-1(12)45	16	Flying "H" Farms, Inc., et al	I-84
IR-84-1(12)45	10	Lawrence Rackham et ux	I-84
IR-84-1(12)45	13-1	Edward Bews, et al	I-84
IR-84-1(12)45	14	Ronald F. Gaier, et al	I-84
IR-84-1(12)45	15	James Post, et ux	I-84
IR-84-1(12)45	19 & 20	Gerald Martin	I-84
F-FR-3271(44)	19	Cecil E. Olson, et al	Eagle Rd.
F-FR-3271(44)	17	Glenn E. Green, et al	Eagle Rd.

State Funded Project, I-84 The Board approved construction of the following highway improvement project with state funds: Project IR-84-1(15)0, Key 4211, Franklin Interchange Section "A".

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Project ID-90-1(101)16, Key 0062 - Bennett Bay Bridge. Low bidder: Moseman Construction Company, Salem, Oregon - \$15,758,323.60 (concrete alternate).

Projects MG-8353(001) and M-8323(002), Keys 2615 and 2614 - 16th Avenue South, 2nd-7th and 3rd South, 14th-16th Avenue in Nampa. Low bidder: Idaho Sand and Gravel Co., Inc., Caldwell, Idaho - \$836,336.10.

Projects STM-7242(502), STM-7152(502), STM-2391(577) and STM-7282(503), Keys 3919, 3920, 3921 and 3922 - 2nd Avenue North and East, Rock Creek-2nd Avenue South and West, Addison Avenue and Blue Lakes Blvd. Low bidder: Lone Pine Equipment Co., Inc., Kimberly, Idaho - \$90,315.00

Projects STM-1731(501) and STM-1739(506), Keys 4027 and 4028 - Weston-Dayton and Preston-Jct. US-91. Low bidder: Bannock Paving, Inc., Pocatello, Idaho - \$113,181.00.

Projects STM-1481(594) and STM-1531(529), Keys 4026 and 4030 - End Conc.-Alton Flats and Bloomington-Ovid. Low bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$234,890.50.

June 9, 1988

AAG947

Projects I-IR-15-2(22)96 Sec. B and IR-15-2-(39)100, Keys 0007 and 0641 - North Blackfoot Rest Area and Lava Beds North of Blackfoot. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$2,439,091.85.

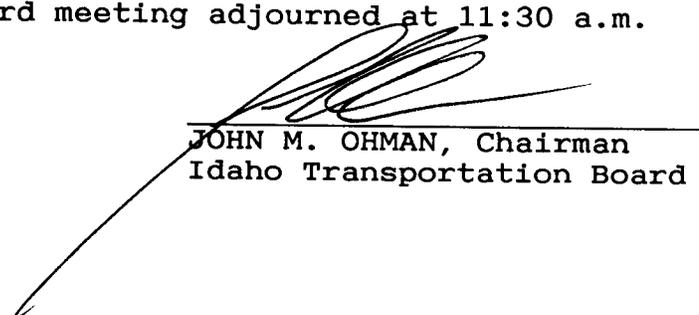
WHEREUPON, the Board meeting recessed at 5:30 p.m.

June 10, 1988

Proposed Indian Valley Route. Board members and Director flew over the proposed Indian Valley route, Emmett to Mesa. Marty Morache, retired Fish and Game officer, went along to point out wildlife migration areas and preferred location of the proposed highway.

Meeting with Governor Cecil D. Andrus. Board members met with the Governor to discuss the status of current and proposed projects.

WHEREUPON, the Board meeting adjourned at 11:30 a.m.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

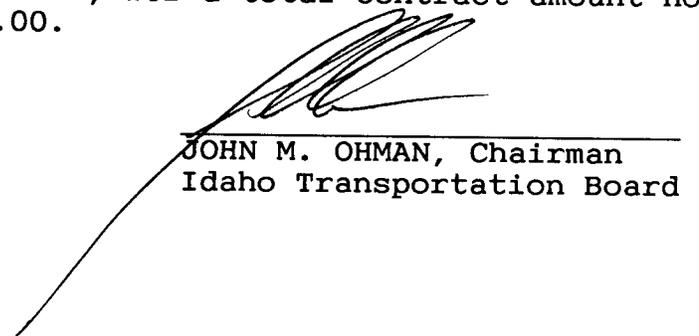
Read and Approved
July 24, 1988
Boise, Idaho

SUPPLEMENT TO THE JUNE 1988 MEETING OF THE
IDAHO TRANSPORTATION BOARD

June 28, 29, July 7, 1988

Through telephone contact with Vice Chairman Marion Davidson on June 28, 1988, Member Phil Batt on June 29, 1988 and Chairman John M. Ohman on July 7, 1988, the Executive Assistant to the Board obtained approval to:

Increase the claims consultant contract with Associated Construction Consultants, Inc. for expanded services required on the Eterna-Line Corporation claim, Project IR-84-2(20)49, Key 3220, for a total contract amount not to exceed \$325,000.00.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
July 24, 1988
Boise, Idaho

June 28, 29, July 7, 1988

SUPPLEMENT TO THE JUNE 1988 MEETING OF THE
IDAHO TRANSPORTATION BOARD

July 8, 1988

Through telephone contact with Vice Chairman Marion Davidson and Member Phil Batt on July 8, 1988, the Executive Assistant to the Board obtained approval to:

Advance Project BR-SOS-3700(2), Key 3543, Hot Springs Bridge in Owyhee County to FY88 and advertise as soon as possible.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
July 24, 1988
Boise, Idaho

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July 8, 1988

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REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

July 24, 1988

The Idaho Transportation Board met in regular session in Kalispell, Montana on July 24, 1988 at 8:00 a.m. in the Outlaw Inn during the Western Association of State Highway and Transportation Officials (WASHTO) annual meeting. The following people were present:

- John M. Ohman, Chairman - District 1
- Marion Davidson, Vice Chairman - District 3
- Phil Batt, Member - District 2
- Mary F. Detmar, Executive Assistant to the Board
- Kermit V. Kiebert, Director
- G. Keith Green, State Highway Administrator
- Monte Fiala, Chief of Highway Operations

Board Minutes. The June Board minutes were approved as distributed to Board members. The Board clarified the April 14, 1988 minutes authorizing staff to make application and execute contracts for Rural Transportation Assistance Program (RTAP) and Urban Mass Transportation Administration (UMTA) Section (b)(2) funds.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

- August 18-19, 1988 - Wallace
- September 14-16, 1988 - Districts 5 and 6
- October 13-14, 1988 - Boise
- November 17-18, 1988 - Twin Falls
- December 8-9, 1988 - Boise

Director's Report. At the Governor's staff meeting for agency directors, he stressed a positive public image.

Macron Chairman Parkinson has not yet had an opportunity to respond to the Board's proposal to purchase the right-of-way in lieu of reimbursing interest on the advance construction funds for the SH-21 Connector from I-84 to Diversion Dam.

Caribou County Commissioners expressed appreciation for reconstruction of the Hospital Bridge in Soda Springs.

The Centennial highway map will be distributed about January or February 1989.

The Governor imposed a ten percent reduction in agency out-of-state travel budgets from 1987 actual figures.

The Rexburg Main Street seal coat was postponed until after a local festivity was over.

The staff evaluation of proposed SH-75 renumbering will be presented at the August Board meeting.

1989 Proposed Department Legislation. The Board reviewed the brief descriptions and approved the proposals for submittal to the Governor. Most are housekeeping in nature with one to increase motor vehicle fees to recover administrative costs only.

AASHTO Policy Committee Meeting. The Director and Chief of Transportation Services participated in the 1988 summer AASHTO policy meeting in Chicago. The 2020 Task Force findings to date were reviewed and conclusions made:

- All states want a more flexible federal-aid program with less direct involvement by FHWA.
- All states see a federal involvement responsibility not only for the Interstate highway system but also for part of the primary highway and bridge systems that are of Interstate significance.
- There is no prospect for an AASHTO-unified position on the nature of the federal-aid program; i.e. categorical federal-aid program versus a pass-through program versus a turnback program.
- The 2020 program will be valuable as a vehicle to help convince Congress that a Highway Trust Fund and an ongoing Surface Transportation Act are needed.
- The 2020 program will help AASHTO in its attempt to prevent use of a fuel tax for deficit reduction.
- A proposed Surface Transportation Act will not be prepared from the 2020 effort; however, the 2020 effort has significant value in revealing the strongest concerns of the states.

A consortium of states was identified at the policy meeting which will prepare a Surface Transportation Act bill. Idaho is a member of that consortium.

Signing of the Rapids on the Payette River. Staff has asked the Friends of the Payette to furnish policy statements on issues of highway improvements, handling of parking during white water events, and alternative routes to SH-55. An evaluation of the Friends' request in June for signing of rapids along the river will be made after the positions on these specific issues are clarified.

Meeting with Parks and Recreation Director Yvonne Ferrell resulted in two inter-agency agreements pertaining to rest area maintenance and road improvements in Heyburn State Park.

1987 Anti-Litter Program. The Idaho Transportation Department won a "Take Pride In America" national award for the 1987 litter effort. Conni Swearingen and Jeff Stratten will travel to Washington, DC to accept the award from President Reagan.

Appraisal Reports. The Department's policy has been to deny the unilateral disclosure of appraisal reports to landowners and their attorneys. This policy has been intended not to seek an advantage over the landowner but rather to prevent giving a distinct advantage to the landowner. In 1961 the Supreme Court ruled that ITD is not required to furnish an expert appraisal report to a landowner. The Board concurred in maintaining this policy of not disclosing the Department's appraisal reports.

Department Reorganization. The Director recommended that the position of Chief of Transportation Services be realigned to answer administratively to the State Highway Administrator. The majority of CTS' internal responsibilities are directly related to the highway program for which the SHA is finally held accountable. No change is contemplated in the CTS role of supporting the Director in state legislative activities, AASHTO support or Congressional liaison.

The Board approved the organizational change effective August 1, 1988.

Additional Centennial License Plates Classes. Staff identified the impact on Department operations and required Idaho Code and rule changes necessary for allowing Centennial plates on all vehicles. The first-year loss to the Department would amount to over \$150,000 while the Centennial Commission would gain about \$417,000. The Board asked Director Kiebert to meet with the Commission regarding a more equitable distribution of revenue.

Board Member Retirement Benefits. The Public Employee Retirement System is in the process of getting all Transportation Board members in compliance with applicable Idaho statutes. That also applies to members of the Local Highway Needs Assessment Council and the Aeronautics and Public Transportation Advisory Board. When adjustments are completed on current Board members, PERS will back-track to June 1967 and double check for any eligibility that was overlooked.

Board Policy B-01-13, Anti-Diversion Policy Pertaining to State/Federal Revenues. The Board Chairman signed the policy approved at the June Board meeting.

Board Policy B-11-01, Transportation Program Development. Minor revisions were recommended to update the policy. The Board approved and the Chairman signed the policy.

July 24, 1988

Board Policy B-19-07, Federal-aid Highway Safety Funds. The new policy reflects the new safety funding categories recognized by the Federal Highway Administration. The Board approved and the Chairman signed the policy.

Status Report of Pending Legal Cases. The Board reviewed the quarterly report prepared by the Legal Section.

Supplement to Consultant Attorney Agreement, Project IR-84-2(20)49, I-84, Eterna-Line Contract Claim. The hearing has been continued from June until September because of additional work required for legal preparation. It is necessary to increase the consultant agreement with Oles, Morrison & Rinker of Seattle, Washington, from \$75,000.00 (approved March 30-31, 1988) to \$225,000.00. Chief Legal Counsel Trabert believes the increased cost to be justified in order to adequately defend the Department.

The Board increased the contract to a maximum of \$225,000.00. Board Chairman Ohman will be briefed more thoroughly by staff prior to meeting with the Seattle firm for an update on progress.

Uncollectible Motor Vehicle Accounts. Deputy Director Neumayer asked permission to write off 32 motor vehicle accounts which are greater than \$1,000 each; totaling \$191,925.96. The uncollectibles result from unpaid weight-distance taxes and registration fees. A brief collection history was reviewed by the Board. The accounts represent 7/10 of one percent of the total revenue due in FY88.

The Board approved writing off the identified accounts but asked that the next report include reasons why the delinquent accounts over \$1,000, but less than \$10,000, could not be collected.

Accounts Receivable, Local Units of Government. A quarterly report is made of the status of accounts owed the Department by local entities for highway construction assistance. Since the letters of credit method of financing has been replaced with certificates of deposit in favor of the Department, the collection problem has not been repeated.

The Board approved discontinuing the quarterly report.

Local Federal-aid Secondary Exchange Program. Letters offering exchange have been sent to 15 counties and highway districts that have no federal-aid project requests on file. Local jurisdictions are concerned that if they opt for the secondary exchange, they will lose their accumulated positive obligation account balance. Staff determined that it is not necessary to redistribute the obligation account balances of those counties that opt for the exchange program.

Staff, therefore, suggests the following modification to the program guidelines:

"County obligation account balances associated with Administrative Policy A-19-05 are related to federal-aid funding administration within the federal-aid secondary project program and will not be a criteria in offering the federal-aid secondary exchange program. County obligation account balances will be retained on record for those counties that leave the federal-aid secondary project program and enter the secondary exchange program. If a county re-enters the federal-aid secondary project program, the county will resume its participation in the program at its previous obligation account balance. If part of a county's road jurisdictions option for the secondary exchange program, the secondary federal-aid annually apportioned to the county will be an amount that is proportional to the improved road mileage of the road jurisdictions that remain in the federal-aid secondary project program."

The Board approved the modification as recommended.

State Management Plan for UMTA Section 18, Public Transportation in Nonurbanized Areas. The Urban Mass Transportation Administration (UMTA) requires a revision of the existing State Management Plan to incorporate discussion of the administration of the Rural Transit Assistance Program (RTAP). The Plan has also been amended to reflect the policies implemented by the new Public Transportation Section staff in the areas of project evaluation criteria, private sector involvement and procurement procedure.

The revised State Management Plan also indicates that ITD's position has moved from encouraging new projects throughout the state to encouraging new projects only in regions without a rural transportation system.

The Board approved the revised State Management Plan for Section 18 funds and authorized staff to submit it to UMTA.

Local Highway Needs Assessment Council. Two terms on the Council expired July 1, 1988. The Idaho Association of Counties renominated Con Alder; the Association of Idaho Cities renominated Tim Ridinger.

The Board reappointed Con Alder and Tim Ridinger each to three-year terms expiring July 1, 1991.

Abandonment of a Section of Former SH-55 between MP 81.10 and 81.82 near Silver Bridge. The Silver Bridge project included approaches to the bridge on a new alignment of SH-55. In 1986 Boise County voted not to accept responsibility for this portion of former SH-55. Boise National Forest was likewise uninterested in assuming jurisdiction. The Board may relinquish a road to a county without their

July 24, 1988

concurrence. The county then has the option of maintaining or abandoning the road to the adjacent landowner, i.e. the Forest Service.

Based on staff recommendation, the Board relinquished a portion of former SH-55 between MP 81.10 and 81.82 to Boise County for final disposition in accordance with applicable law. The action is as shown in Exhibit B-248 which is made a part hereof with like effect.

Addition of County Road D-1 from Weston to Utah State Line in Franklin County. The District made a traffic and employment analysis of the area in question as a result of Franklin County's presentation to the Board in April. Route characteristics and use have not changed since the Board denied addition in 1986 when SH-36 was included in the system. The route analysis index rating is 28.5 on a scale of 0-100. Generally, a minimum rating of 50 is needed for addition to the state highway system.

Based on District and staff recommendation, the Board did not add County Road D-1 to the state highway system. Franklin County will be advised.

Motor Vehicle Bad Check Quarterly Report. The Board acknowledged \$32,403.40 in bad checks received in the second quarter of 1988, and \$23,644.34 collected. Bad checks represent 7/10 of one percent of the total checks received.

State Highway Administrator's Report. The Homedale signal was found to be minimally warranted. A bypass of the community was an alternative considered by the Board. The project will be included with the Primary priority list in August.

All Interstate funds have been obligated and an additional \$6.2 million has been received to complete the Hamer-Dubois section of I-15.

Local residents of Wallace disliked the color being used to paint the structures and retaining wall on I-90, a color chosen by a local committee. Another color has been chosen and ITD will assume the cost of additional paint and repainting.

Addition to Interstate 4R Highway Development Program, Project IR-84-3(38)212, I-84. On July 14, 1988 a tractor-trailer traveling eastbound on I-84 near Burley left the travelway, crossed the median and struck the support pillars of the 200 West overpass causing the collapse of one-half of the bridge structure.

The Board approved an emergency repair project, which replaces the complete structure, to be added to the Interstate 4R program in FY89 at a cost of \$430,000.00.

July 24, 1988

Rule 39.02.05.07, Restricted Routes for Semitrailers Exceeding 39-Foot Kingpin to Last Non-Steerable Axles Dimension, and Board Policy B-05-03, Route Designation for Special Truck Operations. The old rule specifically listed each restricted route. When a route is redesignated due to reevaluation or completion of a construction project, the rule must be revised and processed in accordance with the Administrative Procedure Act - at least a two-month process. Staff suggests that the specific routes be removed from the rule and that the Director be given the authority to immediately redesignate a route.

The Board recognized that delegation of route restrictions for semitrailers to the Director would expedite Department reaction to industry needs and highway improvements. Board members approved the revised rule on an emergency basis and the Chairman signed the accompanying revised Board Policy B-05-03. Appeal of any decision on route restriction may be made to the Transportation Board.

This action precludes processing of the amendment to Rule 39.02.05.07 approved at the June 9, 1988 Board meeting.

Supplemental Engineering Agreement No. 2 to E-457, Project IR-84-2(1)50, Key 2521, Cole-Overland Interchange, I-84. Agreement negotiations were based on elevating Cole and Overland Roads above I-84. Concept approval, however, was given for the fully depressed freeway alternative. This required additional work specifically related to the approved alternative. Project limits were expanded because traffic volumes dictated longer tapers to get back to existing pavement widths. Design work was increased because some existing intersections had to be relocated. Also, an audit report was submitted which documented an increase in overhead rates.

The Board approved the supplemental agreement with Centennial Engineering, Inc., in the amount of \$120,369.34.

Quarterly Report of Federal-Aid Funding. Obligations are at \$87.6 million of a targeted \$116.7 million for FY88.

Quarterly Report of District Outdoor Advertising Signs. Remaining illegal and nonconforming signs total 179, up from 116 of the previous quarter due in part to spring inventories recently completed.

Trade of Excess Property, Project F-FR-3271(44), Key 3250, Parcel 3-R, Eagle Road. The remainder was purchased as an uneconomic remainder under a total buyout of Parcel 3. A portion of the remainder is to furnish and construct access into Parcel 2, a subdivision well site.

The Board approved staff recommendation and executed the deed conveying the remainder under Parcel 3-R to the Greenhill Estates Subdivision No. 3 Water Corporation.

Land Trade, Materials Source LN-75S, Lincoln County. The source is isolated and cannot be utilized by ITD. A trade is recommended with Gordon E. and Gloria L. Sorensen for equal acreage to use as a new materials source (LN-84).

The Board approved staff recommendation and executed a deed conveying Materials Source LN-75S to the Sorensens.

Negotiations in Excess of \$100,000.00, Project I-184-1(5)4, Key 2763, Parcel 5, Chinden-Boise River Bridge, I-184. The Board reviewed the background information and approved initiation of negotiations with Southwest Hide. Members further granted additional authority to settle the parcel within ten percent of the reviewed fair market value if necessary.

Condemnation Action. The Board signed the order of condemnation on the following parcel as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
BR-RS-3782(9)	23	Raymond Perez, et al	SH-69

Conveyance of State Land for City Street Right-of-Way, Yard No. 1170, District 1 Complex, Coeur d'Alene. As a prerequisite to the city rezoning the District 1 Headquarters property from residential to commercial, Coeur d'Alene requests that the state donate a parcel of land adjacent to Government Way to the city for street improvements.

The Board approved the action and executed the deed in behalf of the City of Coeur d'Alene.

Excess Lands, Key A1395, Boundary County. The subject tract was purchased by Boundary County in 1949 under a right-of-way deed in behalf of the State of Idaho and has never been used on any state highway system. The adjacent property owners requested a quitclaim of ITD's interest to help in removing a cloud on the title to the land.

The Board approved staff's recommendation and executed the quitclaim deed in behalf of Bill and Carolyn Kyser, and Boundary County.

Right-of-way Use Permit #6-88-113, Project F-2353, US-93. The new property owner wishes to relocate and widen an existing approach. Staff recommends approval.

The Board signed the access exchange deed in favor of Curtis E. Reay and B. Renae Reay.

Rule 39.02.03.06, Highway Relocation Assistance for Persons Displaced by Public Programs. Since the adoption of the original rule in 1975, there have been changes in federal regulations and interpretations. The purpose of the rule is to ensure that displaced persons are treated fairly, consistently and equitably. A description of the substantive changes was provided by the Chief of Highway Operations.

The Board approved the revised rule and authorized its Executive Assistant to process it through the Administrative Procedure Act. The old rule dated 5/82 will be repealed when processing of the rewritten rule is complete.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

STM-1701(532) and SR-RS-1701(15), Keys 4031 and 4156 - Jct. I-15, Holbrook and Bannock Streets, Railroad tracks. Low bidder: Winn and Company, Buhl, Idaho - \$213,112.50

STM-6411(501), STM-6471(649), STM-6830(521), STM-6830(524) and STM-6471(655), Keys 3478, 2967, 3479, 3655 and 4024 - Rexburg West, Teton R.-Rexburg, Sugar City-St. St. Anthony (NBL), Jct. US-20-Canyon Cr., Teton City-E. of Newdale. Low bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$560,576.30.

HES-5116(64), Key 3795 - Kathleen Avenue & US-95. Low bidder: Interstate Concrete & Asphalt Co., Coeur d'Alene, Idaho - \$396,063.20.

SR-RS-2863(3), Key 3616 - 600 West Road, North of Paul. Low bidder: Kloepfer, Inc., Paul, Idaho - \$1,260,853.35.

F-3261(9), Key 3532 - Cross Drain, SH-52. Low bidder: K.J. Wheeler Construction, Inc., Nampa, Idaho - \$198,039.90.

STM-2848(506), STM-2854(507), STM-2854(506) and STM-2854(505), Keys 4055, 4075, 4054 and 3924 - Malta-Declo, Malta-Conner's Corner, E. Conner's Corner-Conner's Summit and Conner's Summit-South Declo. Low bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$287,097.00.

STM-2779(518), STM-2392(571), STM-2392(568), STM-2351(512) and STM-2352(537), Keys 4053, 4270, 4056, 4057 and 4269 - N. Prince's Corner-Camas Co. Line, N. Shoshone, Jct. US-20 to Bellevue, Shoshone West and Milner, Marley and Jim Byrnes Bridges. Low bidder: Lone Pine Equipment Co., Inc., Kimberly, Idaho - \$220,585.00.

Stockpiles 1531 and 1530, Keys 4132 and 4131 - Osburn and Mullan Maintenance Yards. Low bidder: Poe Asphalt Paving Inc., Clarkston, Washington - \$338,775.00.

Stockpile 6688, Key 4251 - Gibbonsville Maintenance Yard. Low bidder: Gale Lim Construction, Inc., Blackfoot, Idaho - \$85,440.00.

PW-588(2), Key 4285 - State Hospital South, Blackfoot. Low bidder: Gale Lim Construction, Inc., Blackfoot, Idaho - \$19,800.00.

Stockpiles 4528 and 4555, Keys 3438 and 4268 - Champion Creek and Frenchman Creek. Low bidder: Maverick Construction Co., Inc., Burley, Idaho - \$123,100.00.

Stockpile 1522, Key 3663 - Cedars stockpile site. The low bidder was more than ten percent over the engineer's estimate. The haul figure was reevaluated and revised to reflect the current cost of work. The staff recommends award; the Board concurred. Low bidder: Palouse Asphalt Paving Co., Inc., Spokane, Washington - \$211,650.00.

HES-0002(1), Key 4194 - District-wide guardrail. The low bidder was more than thirty percent below the engineer's estimate. The District had no previous projects to compare to the cost of this project. The reference material used estimates labor much higher than construction costs. The District believes the bidder's proposals were reasonable; the Board concurred with award. Low bidder: Frank Gurney, Inc., Spokane, Washington - \$99,764.00.

Building 3314, Key 4291 - District 3 Service Station. The low bidder was more than ten percent over the engineer's estimate. A design change was made in the roof by the consultant but not included in the engineer's estimate. Staff recommends award; the Board concurred. Low bidder: Don Young Construction & Supply, Inc., Kuna, Idaho - \$36,000.00

STM-4780(536), STM-4201(564), STM-4800(523), STM-4809(508) and STM-4201(563), Keys 4143, 4144, 4147, 4150 and 4142 - Weippe-Headquarters, Warm Springs-Montana State Line, Troy-Deary, Bovill-Elk River, Lenore-Orofino Bridge. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$575,023.50.

STM-2859(501), STM-2864(536), STM-2846(509), STM-7592(506) and STM-7802(501), Keys 4060, 3646, 3647, 4058 and 4059 - Oakley-Burley, N. Burley-Paul, W. Burley-Burley, I-84-Paul & Rupert-Declo IC. Low bidder: Kloefer, Inc., Paul, Idaho - \$359,003.00.

STM-3112(576), STM-7963(508), STM-3112(578), STM-3271(569), STM-3782(512), STM-3271(580), STM-3112(577)

and STM-7963(510), Keys 4101, 3635, 4103, 3454, 4109, 4115, 4102 and 4286 - US-95-Council South, Nampa Airport Road-Garrity I.C., Black Bear Bridge-North, Jct. SH-55 and SH-44 North, Kuna-North, Cascade North, US-95-Council North, Caldwell-Midway I-84 Bus. Loop. Low bidder: Lone Pine Equipment Co., Inc., Kimberly, Idaho - \$387,886.00.

STM-2764(504), STM-2740(512), STM-2740(513), STM-2846(510) and STM-2391(578), Keys 4051, 4052, 4072, 4073 and 4064 - Jct. US-93-Barrymore, Cedar Draw-Filer, Filer-Rock Creek, Hansen-Bickel, Jct. SH-74 to US-30. Low bidder: Gordon Paving Co., Burley, Idaho \$403,477.30.

STM-6471(648) and STM-6801(511) - Keys 2966 and 4023 - Chester Jct. SH-47, Ashton-Bear Gulch. Low bidder: Kloepfer, Inc., Paul, Idaho - \$146,512.00.

SR-RS-3701(6) and SR-RS-2701(6), Keys 4167 and 4168 - Three Creek-Twin Falls Co. Line and Twin Falls Co. Line East. Low bidder: Kloepfer, Inc., Paul, Idaho - \$86,863.90.

ST-4743(510), Key 4000 - 2 Miles East of Nez Perce-Kamiah Grade. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$203,000.00.

Stockpiles 5545 and 5547, Keys 4263 and 4265 - Preston Maintenance Yard. Low bidder: Kloepfer, Inc., Paul, Idaho - \$111,382.00.

Stockpiles 5524, 5544 and 5546, Keys 3967, 4262 and 4264 - Malad and Deep Creek Maintenance Yards. Low bidder: Kloepfer, Inc., Paul, Idaho - \$200,516.00.

HES-8103(003), Key 2857 - 3rd North and 3rd East in Mountain Home. The low bidder was more than ten percent over the engineer's estimate. After review of the abstract, the estimate was revised on a few major items. Staff believes the contract should be awarded because of the urgency of the project and the current contractor's workload; the Board agreed. Low bidder: Nelson Sand & Gravel Co., Inc., Boise, Idaho - \$162,091.00.

STM-86-2(507), STM-7231(510) and Stockpile 5529, Keys 4025, 4032 and 3698 - I-86, Portneuf River-Chubbuck IC, I-16 Bus. 4th & 5th Avenue in Pocatello and Bannock Creek Stockpile Site. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$625,982.40.

STM-3754(517), STM-3241(503), STM-3291(566) and STM-3261(522), Keys 3453, 4280, 4281 and 4104 - Walters Ferry North, I-84-Parma, Beaver Creek Summit North and New Plymouth East. Low bidder: Nelson-Deppe, Inc., Nampa, Idaho - \$408,426.50.

STM-3321(512), STM-3815(501), STM-8123(503) and STM-3768(505), Keys 3912, 4112, 4100 and 3910 - SH-44, Jct. SH-44 & SH-55 to Star, I-84 Bus. Loop Mountain Home. Low bidder: Gordon Paving Co., Burley, Idaho - \$691,117.50.

STM-6501(564) and STM-6857(502), Keys 3477 and 4295 - Granite Hill West & Ririe Business Loop. Low bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$251,643.00.

Yard 9900, Key 4296 - Headquarters Parking Lot. Low bidder: Boise Paving & Asphalt Co., Boise, Idaho - \$161,542.90.

Building 5501, Key 4294 - American Falls Maintenance Building. The low bidder was more than ten percent over the engineer's estimate. Three items were estimated in error. Staff believed the low bid to be reasonable and recommended award; the Board concurred. Low bidder: Valley Steel Builders, Inc., Boise, Idaho - \$39,640.00.

STM-7343(501), STM-7363(501), STM-7063(511), STM-3707(506), STM-3341(507) and STM-84-1(506), Keys 4107, 4108, 4110, 4111, 4114 and 3637 - Fairview Avenue, 15th/16th St. Couplet, State Street, Collister-36th and 23rd-15th, Jct. SH-51/SH-78, SH-51-Grasmere North and Garrity IC-Meridian IC. Low bidder: Nelson-Deppe, Inc., Nampa, Idaho - \$465,724.00.

STM-5726(522) and STM-5152(560), Keys 3881 and 4126 - SH-97 Jct. with SH-3 to Jct. I-90 and SH-3 Mission Point to Jct. I-90. The low bidder was more than ten percent over the engineer's estimate. Asphalt for the seal coats was incorrectly estimated. After revising that cost plus mobilization, staff recommends award; the Board agreed. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$431,465.00.

IR-84-3(13(173)), Key 3239 - US-93 IC to SH-50 IC. Low bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$4,102,030.52.

ST-4211(530), Key 4284 - Upper Harpster Grade, SH-13. Low bidder: Alexander Construction Co., Nampa, Idaho - \$310,590.00.

Stockpiles 3614 and 3619, Keys 3142 and 3440 - Murphy and Riddle Yard. Low bidder: Lone Pine Equipment Co., Inc., Kimberly, Idaho - \$143,325.00.

Building 4201, Key 4293 - Carey Maintenance Building. Low bidder: Reis Plumbing & Heating, Inc., Filer, Idaho - \$13,847.00.

Stockpiles 3633 and 3634, Keys 3959 and 3960 - New Plymouth Yard, Black Canyon Site. The low bidder was more than ten percent over the engineer's estimate. Sanding

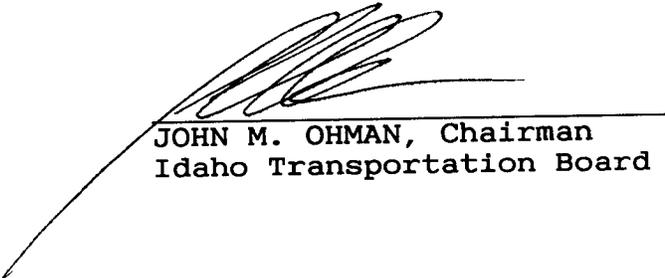
material was bid at more than twice the estimated amount. Staff believes more bidders may be available if the project were readvertised; the Board agreed.

Stockpiles 2520, 2521 and 2529, Keys 3951, 3952 and 4287 - Moscow, Potlatch and Orofino Maintenance Yards. The low bidder was more than ten percent over the engineer's estimate. The engineer's estimate was found to be within the normal range of estimating. It appears the state would benefit from readvertising, adjusting quantities and giving more time to complete the project. Staff recommends rejecting and readvertising; the Board concurred.

Stockpiles 5531, 5537, 5542, 5535 and 5538 - Keys 3969, 4044, 4049, 3704 and 4045 - Soda Point, Georgetown Summit and McCammon. Staff determined that an addendum was not sent to one bidder. Staff recommended the bids be rejected and readvertised to give all bidders a fair chance; the Board agreed.

Stockpiles 1519 and 1527, Keys 3660 and 4097 - Spirit Lake Maintenance Yard and Sandpoint/Colburn. The low bidder was more than ten percent over the engineer's estimate. The District believes a better bid can be received if the bids are rejected and the project advertised again; the Board agreed.

WHEREUPON, the Board meeting adjourned at 12:30 p.m.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
August 18, 1988
Boise, Idaho

July 24, 1988

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

August 18, 1988

The Idaho Transportation Board met in regular session in Coeur d'Alene, Idaho on August 18, 1988 at 9:15 a.m. in the District One Conference Room. The following people were present:

John M. Ohman, Chairman - District 1
Marion Davidson, Vice Chairman - District 3
Phil Batt, Member - District 2
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
G. Keith Green, State Highway Administrator
Judie Wright, Senior Financial Analyst - Governor's Budget Office

Board Minutes. The July Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

September 14-16, 1988 - Districts 5 and 6
October 13-14, 1988 - Boise
November 17-18, 1988 - Twin Falls
December 8-9, 1988 - Boise

Director's Report. The Director and Chief of Highway Operations met with the Associated General Contractors (AGC) in Pocatello. AGC members were having difficulty in meeting Minority Business Enterprise (MBE) requirements, and with tribal relationships. The Director will also meet with north Idaho contractors.

Senator Wetherell and Mountain Home Chamber of Commerce representatives expressed opposition to a proposed cutoff from Tollgate to I-84. Director Kiebert said a consultant had been selected and negotiations had begun on the Mountain Home railroad underpass project.

Director Kiebert participated in a panel discussion sponsored by the Boise Board of Realtors on the status of construction plans.

Senator Symms' representative, Taylor Bowlden, and Director Kiebert toured the Horseshoe Bend Hill project on August 15.

The Director suggested that dialogue be opened with the Highway Users Federation (HUF) to undertake an overview of ITD's image and suggest improvements. The Board believed the idea worth pursuing.

August 18, 1988

The Board liked the new sample motor vehicle title document. Chief of Motor Vehicles Kraemer discussed specific security features.

A photocopy of the new Centennial license plate for exempt vehicles was distributed. Agencies are identifying the preferred prefix.

Board Policy B-19-07, Federal-aid Highway Safety Funds. The Board Chairman signed the corrected policy approved at the July meeting.

Requests to the Board of Examiners for FY88. Each August staff reports on Department requests made to the Board of Examiners for the preceding fiscal year:

Reimbursement of \$34.44 to finalize a change in permanent assignment home station for an employee - approved.

Reimbursement to pay \$30.00 per day lodging and meal allowances for certain employees involved in remote areas such as construction in District 1 by District 2 personnel, in lieu of standard daily meals and lodging - approved.

Reimbursement of \$80.00 per 8-hour day for rental of personal scuba equipment for selected Department certified inspectors who examine underwater footings, abutments and piers of structures on the highway system - approved.

FY88 Report of Professional and General Service Agreements and Contracts. Several discrepancies appeared on the list of engineering, environmental and architectural agreements. A corrected copy will be resubmitted at the September meeting.

Delegation - Will Brown, Access on SH-3 South of Deary. Attorney Allen Bowles asked the Board to reverse the Director's denial of two approaches on SH-3 south of Deary for Brown's proposed saw mill. The City of Deary and petitions signed by local residents supported the Brown's request for two approaches. Latah County had rezoned the property and issued a conditional use permit allowing access to the property only from Big Bear Ridge county road. By limiting access to the county road, Latah County supported denial of access onto SH-3 to protect traffic using the state highway. Bowles claimed that the traffic generated by the proposed mill would be the same, just ingressing SH-3 at a different, safer location because access would be on a straight stretch of the road. He suggested three options: 1) allow change of location and use of the one approach owned by Brown and deeded from the previous owner; 2) same as 1 plus a sharing of cost with Brown to pay 40% to construct

August 18, 1988

access; 3) same as 2 contingent upon District Court striking access restriction only off Big Bear Ridge Road.

The Board asked staff to evaluate the information presented and prepare a recommendation for the September meeting which considered property rights and safety aspects.

Delegation - Coeur d'Alene City Officials, Improvements to I-90 Business Loop (Sherman Avenue). Mayor Ray Stone said Sherman Avenue which feeds the central business district needs to be rebuilt and beautified. He also urged the Board to keep Northwest Boulevard Interchange on I-90 on schedule.

City Administrator Dana Wetzel outlined the specific improvements needed on Sherman Avenue and Northwest Boulevard. She suggested a 5-year project at \$2 million per year to rebuild the I-90 business loop through Coeur d'Alene.

The Board was impressed with the presentation and asked staff to evaluate the proposal and bring a recommendation to the October meeting.

Uncollectible Motor Vehicle Accounts. Staff provided an explanation of delinquent accounts as requested at the July meeting. The Board signed the revised report.

Implementation of National Commercial Drivers License (CDL) in Idaho. Chief of Motor Vehicles Kraemer summarized the federal requirements for uniform testing and licensing of commercial trucks and buses, school buses and government vehicles. Specifically, operators of vehicles over 26,000 pounds gross weight, vehicles which transport 15 or more passengers, and vehicles which transport placardable quantities of hazardous materials must have a CDL by April of 1992. Kraemer expects approximately 68,000 drivers will be required to take written and/or skill tests prior to obtaining the license. Exemptions will be allowed for agricultural, military, fire, and recreational vehicle categories. Public meetings are scheduled throughout the state to gather input. State legislation is proposed for introduction in the 1989 session to implement the program. States that do not comply will face federal sanctions. The federal government will contribute \$100,000 for development.

The Board authorized staff to proceed with development and implementation. Specific details will be presented to Board members later.

Additional Centennial License Plates Classes. Since passage of legislation making Centennial plates available for passenger cars and pickups, ITD has made the plates available for motorhomes, disabled veterans, handicapped people, recreational trailers and exempt categories. Requests have

been received to allow 7-digit personalized Centennial plates and Centennial plates for motorcycles, personalized recreational vehicles and trucks.

The Board analyzed the necessary requirements and approved the following:

- Centennial plates for motorcycles, if the Centennial Commission would pay the \$25,000 implementation cost;
- 7-digit personalized Centennial plates, if the Centennial Commission would pay the \$30,000 implementation cost;
- Centennial plates for limited trucks 10,000 to 60,000 pounds, without the county designator; and
- Legislation for Senator Smyser allowing personalized Centennial plates for recreational trailers.

Abandonment of a Section of Former SH-55 between MP 81.10 and 81.82 near Silver Bridge. In July the Board approved and signed Exhibit B-248. The official minute was revised to reflect an effective date of October 1, 1988. The revised minute was approved and signed by the Board.

State Maintenance Projects over \$50,000.00. State Highway Administrator Green advised the Board of two state maintenance projects over \$50,000 each: Chilco intersection on US-95 and a bikepath from Coeur d'Alene to Garwood on US-95.

Proposed SH-16 between Emmett and Mesa (Indian Valley). The Board members reiterated their decision to complete the environmental impact statement in an effort to identify and preserve the corridor for a future highway.

Landscaping of I-15, Pocatello Creek Interchange. District 5 Engineer Frank received a request from the Pocatello Mayor to enhance the interchange. The Board supported the effort but there are higher priority uses of the Interstate funds at this time.

Banks-Lowman, FH-24. A team will be formed to include representatives from ITD, FHWA, Water Resources, Corps of Engineers, Fish & Game, Department of Lands, and Friends of the Payette to resolve conflicts during construction of the proposed FHWA highway project.

Proposed Alternate Route, Sandpoint North & South, Project F-5115(68), Key 1729. A consultant has been selected with which to negotiate an agreement. Their proposed cost was four times the Board-approved estimate. The Board authorized staff to complete the study with ITD resources instead of hiring consultant services.

August 18, 1988

Relinquishment of Kellogg Spur on Division Street. On March 8, 1979 the Board determined that the 0.19-mile section of Division Street, extending from the southernmost ramp terminals of the Division Street interchange on I-90 to McKinley Avenue be removed from the state highway system after improvements were completed on the Division Street Bridge. Those improvements were completed in 1984.

The Board approved the relinquishment and signed the official minute, shown in Exhibit B-249 which is made a part hereof with like effect.

Abandonment of 5.18 Miles of US-95, Elephant Butte. Abandonment of this section of old US-95 is recommended due to construction and realignment of US-95 near Elephant Butte, 13 miles north of the Oregon State Line.

The Board approved and signed the official minute shown in Exhibit B-250 which is made a part hereof with like effect.

Proposal to Renumber SH-75. In July Mayor Leider of Sun Valley requested that the Board renumber SH-75 back to US-93 or US-93A in an effort to bring more tourists through the area who are now using the main route, US-93, through Arco.

The Board recognized that while US-numbered routes attract more tourist traffic, they are also considered "through routes" serving Interstate travel and commerce. Serious concern was expressed regarding the mix of tourist and commercial traffic through the already congested community of Ketchum. Two other items of concern were the potential for a hazardous material spill in the East Fork of the Salmon River east of Stanley, and winter maintenance over Galena Summit. The Board elected not to renumber SH-75.

However, in an effort to accommodate Sun Valley's desire to attract more tourists to the area, the Board asked staff to enlarge the size of the SH-75 number on the highway map so it is the same size as US-highway numbers. That should alleviate any concern tourists have with the quality of the road. The Centennial edition of the map should be available for distribution early in 1989, with the indicated enhancements. Staff will also assist in augmenting existing scenic route signing.

Update of Major Primary Projects Beyond the 6-year Development Programs. The Board asked that the project list be resubmitted in October when the annual review of the 6-year programs is planned.

1988-89 Winter Maintenance Standards. The State Highway Administrator recommended and the Board approved retaining the 1987-88 standards through the upcoming winter season.

Supplement 14 to E-80, Project I-184-1(7)4, Key 2881, Chinden-Broadway Connector. The original agreement and subsequent supplements did not include provisions for the following items:

- Revisions to right-of-way plans;
- Signal design changes to conform to ACHD standards;
- Required plan changes due to field changes, having a separate demolition contract, need to differentiate funding and to modify traffic control plan.

The Board approved Supplement 14 to E-80 with CH2M-Hill in the amount of \$69,827.61.

Permanent Easement, Project I-184-1(7)4, Key 2881, Parcels 57 and 58, Chinden Interchange, Stage I, I-184. ITD agreed to grant joint permanent easement for access to the facilities. The Board signed the document in favor of Settlers Irrigation District and Boise Water Corporation, jointly.

Relinquishment of Easement, Projects FAP-130-J and F-3271(1), SH-55. The District determined there is no possible use of this source south of Cascade in Valley County. The Board signed Easement No. 388 releasing 2.85 acres back to the State Land Board.

New Access, Project S-1721(5), Key A1537, Parcel 21, SH-39. The present owner requested an additional commercial approach to service his existing business. Partial control of access was purchased in January 1966. The District recommends granting the additional access upon payment of \$150.00 by the applicant, with said access to be constructed by and at the applicant's expense.

The Board agreed and executed the deed conveying the commercial access requested by the applicant.

Trade of Excess Land, Project F-FR-3271(44), Key 3250, Parcel 1-R, Eagle Road, I-84. The trade was proposed as a final counteroffer by the property owner to settle Parcel 19. The Board approved the trade and executed the deed conveying Parcel 1-R to the Marlins.

Trade of Excess Land, Project I-184-1(7)4, Key 2881, Parcel 15-R, Orchard-Chinden Connector, I-184. The owner of Parcel 13 under the same project has agreed to settle by accepting a trade of 15-R as partial payment for required right-of-way. The Board approved the trade and executed the deed conveying Parcel 15-R to Michael A. Thometz and Beverly B. Thometz, husband and wife.

Trade of Uneconomic Remnants, Project F-4113(76), Key 2501, Parcels 2-R and 6-R, Lawyer's Canyon, US-95. A negotiated settlement with the owners of Parcel 7 has been reached wherein the remainders under Parcels 2-R and 6-R would be traded to the Warnacutt's as partial payment for required right-of-way. The Board executed the appropriate deed.

Exchange of Real Property, Project I-184-1(7)4, Key 2881, Parcel 34-R, Chinden Interchange-Orchard Extension, I-184. The purchase agreement for the adjacent property (Parcel 35) included a provision for the exchange of 34-R as partial payment for required right-of-way. The Board executed the warranty deed in favor of Mike and Lori L. Girdner, husband and wife.

Negotiations in Excess of \$100,000.00, Project I-184-1(5)4, Key 2763, Parcels 4, 6, 8 and 31, Chinden Interchange-Boise River Bridge, I-184. The Board reviewed the appraisals and granted authority to initiate negotiations, with additional authority to settle the parcels within ten percent of the reviewed fair market value if necessary.

Condemnation Actions. The Board signed the orders of condemnation on the following parcels as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
F-3112(42)	1	2224	US-95
F-RRP-RRS-4113(5)	13	2500	US-95
F-FR-1491(9)	7-1, 7-2 & 7-3	3206	US-91
F-FR-1491(9)	8 & 8-R	3206	US-91

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Stockpiles 5531, 5537, 5542, 5535 and 5538, Keys 3969, 4044, 4049, 3704 and 4045 - Soda Springs Maintenance Yard, Georgetown Summit, McCammon Maintenance Yard. Low bidder: Bannock Paving Co., Inc., Pocatello, Idaho - \$483,781.00.

Project HES-7073(002), Key 4173 - Cole/Franklin Intersection. Low bidder: Central Paving Co., Inc., Boise, Idaho - \$285,527.22.

Building 2145, Key 4292 - Lewiston Maintenance Building. Low bidder: Inland Metals, Inc., Clarkston, Washington - \$37,317.00.

Project IR-90-1(174)4, Key 3393 - Spokane Street Interchange in Post Falls. Low bidder: Interstate Concrete & Asphalt Co., Coeur d'Alene, Idaho - \$1,112,667.02.

Project SR-RS-1829(3), Section A, Key 1707 - Parks Road. Low bidder: Idaho Construction Co., Kimberly, Idaho - \$806,659.26.

Project RS-1709(1), Key 3585 - South Main & Jenkins Avenue in Malad. Low bidder: Hunziker Construction Co., Pocatello, Idaho - \$663,100.55.

Project ID-I-90-1(75)61, Key 0049 - Wallace Viaduct. Low bidder: Max J. Kuney Co., Spokane, Washington - \$22,723,488.87 (concrete).

Project ST-184-1(502)0, Key 4355 - Franklin Interchange Ramp Modification. Low bidder: Gillingham Construction, Inc., Boise, Idaho - \$441,206.69.

Stockpiles 1519 and 1527, Keys 3660 and 4097 - Spirit Lake, Sand Hill and Sandpoint/Colburn sites. Low bidder: Palouse Asphalt Paving Co., Inc., Spokane, Washington - \$403,300.00.

WHEREUPON, the Board meeting recessed at 5:45 PM.

August 19, 1988

The Idaho Transportation Board reconvened at 7:30 AM and traveled from Post Falls on I-90 to inspect the joint port of entry in Montana. Board members and staff returned to Wallace for a tour of the historic Burlington Northern Depot, resident offices and the Wallace I-90 project.

Lunch with Wallace City Officials, Local Citizens and State Legislators. Chris Stucker asked if ITD could mitigate the effect of the concrete retaining walls with plantings. DE Baker said a landscape architect had been hired to review the proposed landscaping. Stucker will attend the first meeting the following week. Mayor Pellissier appreciated the chance for local residents to meet with the Board. The District was praised for accommodating the change in color of the retaining walls.

August 19, 1988

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WHEREUPON, the Board meeting officially adjourned at
1:30 PM in Coeur d'alene.

Read and Approved
September 27, 1988
Boise, Idaho



JOHN M. OHMAN, Chairman
Idaho Transportation Board

August 19, 1988

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

September 14-16, 1988

The Idaho Transportation Board began the tour of East Idaho on September 14, 1988 at 8:30 a.m. at the Idaho Falls Airport. The following people were present:

John M. Ohman, Chairman - District 1
 Marion Davidson, Vice Chairman - District 3
 Phil Batt, Member - District 2
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 G. Keith Green, State Highway Administrator
 Leroy Meyer, District 6 Engineer
 Clyde Gillespie, Assistant District 6 Engineer
 Jack T. Coe, Division Administrator - Federal Highway Administration
 Pat Clark, Deputy Regional Administrator - Federal Highway Administration
 Judie Wright, Senior Financial Analyst - Governor's Budget Office

Forest fires continued to burn in Yellowstone Park, so the morning's tour was altered. The group drove on US-20 to Rigby and stopped in the District Office to meet some of the employees.

From Rigby the tour continued on SH-48 and I-15 to the Sage Junction Port of Entry. Vada Spracklin graciously described activities in the new port that will be officially dedicated in October.

The group drove east on SH-33 to Rexburg.

Delegation: Mayor of Rexburg, 2nd Street East Project, FY89, Keys 4240 and 3380. Mayor Porter, City Councilmen Fullmer and Boyle, Senator Ricks, and Representatives Davis and Steele met with the Board for lunch. The Mayor wanted a traffic signal rather than a four-way stop at the intersection of Main Street and 2nd Street East. He was anxious for the 2nd Street East project to be completed. Senator Ricks expressed some concern over the alignment at the south end. The Mayor would prefer to keep the project on schedule by not changing the design at this point. The Mayor appreciated the assistance provided by District personnel.

The tour continued east on SH-33 to Driggs.

Meeting: Tour of Public Transportation Project, Driggs. In cooperation with Region 7 Department of Health and Welfare, Eastern Idaho Head Start and the Child Resource Center, the Community and Rural Transportation (CART) organization developed an innovative rural transportation project through Special Education Services of the State Department of

September 14, 1988

Education. Buses carry senior citizens, elementary students, the disabled and the general public. Don Thorpe explained that ridership has far exceeded expectations.

Delegation: Teton County Commissioner, Nickerson Bridge, FY93. Commissioner Kunz asked the Board to accelerate a replacement project for the off-system bridge located 1.9 miles south and 2.7 miles west of Driggs. The bridge is currently scheduled in FY93 at a cost of \$450,000 and has a sufficiency rating of 31.6. After listening to the request, the Board and staff members, Representative Steele and Commissioner Kunz made an on-site inspection of the facility. The Board will review the critical bridge program in October and Commissioner Kunz will be advised of the Board's decision after that meeting.

The group traveled SH-33, SH-31 and US-26 to Idaho Falls.

Delegation: City of Idaho Falls Officials, Local Projects. Chad Stanger, Public Works Supervisor, said the City is trying to obtain the right-of-way necessary to widen Holmes Avenue to four lanes from 9th to 17th. He indicated the Pancheri corridor study is progressing and asked that Sunnyside be placed on the priority list for funding. Airport Manager Jim Thorsen reported that the city intends to expand the parking apron next year, then realign the runway. He mentioned airline traffic has increased 26% and the airport is developing into a regional facility.

Delegation: Dick Wright, U. S. Department of Energy. Mr. Wright sees the Idaho National Energy Laboratory (INEL) site expanding in the future which will increase traffic. He described a proposed program of highway improvements on US-20 amounting to \$55.5 million. When asked by Chairman Ohman if the DOE would consider financial participation, Wright answered that attempts to convince Congress have been unsuccessful.

The tour ended at 5:45 PM and tour members remained overnight in Idaho Falls.

September 15, 1988

From Idaho Falls the same people drove I-15, viewed the removal of lava rocks in the median between Idaho Falls and Blackfoot as well as the sites for the new rest areas.

At the Blackfoot maintenance shed, District 5 Engineer Frank and Assistant District 5 Engineer Brown joined the tour; DE6 Meyer and ADE6 Gillespie returned to Rigby.

Tour members traveled SH-39 to American Falls.

September 15, 1988

Delegation: American Falls City Representatives, Power County Commissioner, State Legislators, Former Idaho Transportation Board Member and Local Residents, Proposed American Falls Alternate Route. City Council President Brett Compton announced that the Council had voted 4-2 to request ITD to reconsider the proposed connection to Idaho Street from SH-39. The Council preferred to route traffic onto Harrison Street. County Commissioner Ralph Wheeler supported the request. A few local residents disagreed with the Council's decision. Former Board member Roy Stroschein believed the present alignment is acceptable and the project should not be delayed by changing the design now. Concern over the timing of the construction was expressed.

The Board asked the District staff to evaluate the proposal presented by the City and suggestions by others, then prepare a recommendation. The City will be notified of changes in programming of the projects after the October Board meeting.

Traveling on I-86, the Board and staff stopped at the recently completed Coldwater Hill and Massacre Rocks rest areas. All were impressed with the upgraded facilities.

From the rest areas, the tour continued on I-86 to Pocatello.

The official regular meeting convened at 1:30 PM in the District 5 Emergency Operations Center (EOC) Room.

Delegation - Pocatello City Officials and Senator Lacy. Mayor Finlayson emphasized the importance of the urban project on Olympus Drive. He believed the City could have the project ready by June of 1989 or sooner if possible.

His next request was for construction of a new interchange on I-15 at Chubbuck Road to serve the increasing population and traffic. DE Frank explained that an interchange at that road would be geometrically inadequate because of the proximity of the intersection of I-15 and I-86. An interchange north and east of Chubbuck Road would provide safer traffic movement, Frank said. That alternative was not acceptable to Mayor Finlayson.

The Mayor also asked about state financial participation in landscaping the Pocatello Creek interchange on I-15. The City could provide in-kind assistance. The Board was aware of the District's response to the Mayor which stated that limited resources are available for beautification projects.

Delegation: John T. Bannon, Entranco, Inc., Sandpoint Alternate Route Concept Study, US-95. Mr. Bannon asked the Board to reconsider its decision to perform the study with in-house resources when Entranco's bid was four times the staff estimate. He explained possible differences between

his estimate based on a high-level of effort and staff's description of the scope of work to be performed. Bannon expected that further negotiation would occur after the initial project review.

State Highway Administrator Green stated that the two concepts of work were obviously considerably different.

Board members indicated they would take the request under advisement, discuss it with staff, make a decision and notify Bannon.

Board Minutes. The August Board minutes were approved as distributed to Board members. The June 1988 minutes were clarified to indicate that the Board authorized staff to execute the UMTA Section 8 technical studies grant agreement.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

October 13-15, 1988 - Boise
 November 17-18, 1988 - Shoshone
 December 8-9, 1988 - Boise
 January 19-20, 1988 - Boise (tentative)
 February 16-17, 1988 - Boise

Director's Report. Director Kiebert attended the Western States Legislative Conference in Coeur d'Alene. ITD staff provided some local transportation.

At a Scenic US-95 Association meeting in Lewiston participants advocated the construction of Indian Valley from Emmett to Mesa. Representative John Sessions stated that the Board should continue to prioritize all highway projects, and that State Police should be funded from the General Fund because most of their activities were not directly related to highway or road improvements. At a meeting in McCall, US-95 supporters urged improvements to that highway.

The Director advised Board members that the systems and planning function in Motor Vehicles was transferred into the Information Systems and Data Processing Section to better serve the users.

The Centennial Commission agreed to pay only 35% of the costs to provide 7-digit personalized Centennial plates. That figure represents the percentage of personalized plates which are sold in the Centennial format.

The Board asked staff to prepare a policy stating communities would be served by a bypass and connections wherever feasible to serve the traveling public in a safe and efficient manner.

Legal Report. The Legal Section summarized all right-of-way court cases since 1978. The Board was pleased to acknowledge that only fourteen cases went to court and that total judgments of almost \$855,000 exceeded the Department's offers by less than \$9,000.

FY88 Professional and General Service Agreements. The Board accepted the corrected report.

1989 Official Highway Map. Jeff Stratten received Board approval of the tourist information side of the highway map. The highway side will be reviewed at the October meeting.

FY88 Annual Employee Training Cost Report. The 12% decrease in total expenditures reflects a shift in training emphasis rather than a decrease in training. Member Phil Batt questioned the percentage of training provided for employees. State Highway Administrator Green responded that about 1% is allocated to training, compared to approximately 2% in the private sector. Batt asked that training be continually evaluated to ensure that needs are adequately met. Staff will continue to provide training in supervision, communication and career development skills. Efforts to complete the training programs for the Transportation Technician series, the Port of Entry series, and the Motor Vehicle Technical Specialist series will continue to receive high priority. Requests for training in managing stress, public presentation skills and additional clerical training will be evaluated and reviewed by the Management Review Committee.

Rule No. 39.01.32.28, Odometer Readings on Title Records of the Department and on the the Certificate of Title Issued to the Current Owner. Substantive changes include definitions to clarify the requirements of those involved in the transfer of a vehicle. Another revision follows federal regulation by exempting certain classes of vehicles. The amended rule also gives the Department an option to take action against a dealer's license through suspension for minor violations rather than complete revocation or criminal action against the dealer based on federal law.

The rule is renumbered to 39.01.34.02 to reflect a recent reorganization in the Motor Vehicle Bureau.

The Board approved the recommended revisions, requested clerical corrections, and authorized its Executive Assistant to process them through the Administrative Procedure Act.

Rule No. 39.03.27.11, Operation on State Airports. Aeronautics staff observed unsafe operations on state-owned airports and, as a consequence, recommended a new rule to control the activities. The Board expressed serious reservation about requiring a permit for aircraft fueling or aerial spraying. Chief of Aeronautics Miller will address

the subject of emergency situations, contact spraying operations and if licensure is proposed, identify the penalty for violation.

State Highway Administrator's Report. Keith Green announced that four-way stop signs were installed in Homedale on US-95 and SH-19. Board Member Batt was pleased with the speed of the action.

The Eterna-Line contract claim hearing has been postponed until September 26, 1988. Legal Counsel was asked to keep Board members apprised of the status.

The Board recognized existing property rights of Will Brown who requested access on SH-3 south of Deary. (See August 1988 minutes.) Board members also acknowledged that a safer approach onto SH-3 would be accomplished if the existing approach was moved. He will be advised that a revised permit application should be submitted; Latah County Commission will also be advised of the decision.

SHA Green discussed the advantages and disadvantages of the proposed US-95 project from Ferdinand to Lawyer's Canyon and the alternate route through tribal lands. A previous Board approved the proposed alignment after extensive negotiations failed to obtain tribal agreement to sell Indian lands. The Board asked the Director to discuss the alternate route with tribal officials prior to proceeding to a design hearing.

The Board and staff discussed the earlier presentation by Mr. Bannon (see third page of the minutes). SHA Green believed the work could be performed by Department personnel. Director Kiebert admitted that an alternate route around Sandpoint is a very sensitive issue and we could run into a sociological factor of how people perceive the study is being conducted. He suggested that a joint effort might be possible. After considerable discussion, the Board members reaffirmed their earlier decision to conduct the concept study with Department resources.

US-95 and Dalton Avenue Signal, Project
EACHE-HES-5116(63), Key 3794. The signal is currently approved in FY88. There are insufficient hazard elimination funds in FY88 to complete the project. Since the project is designed and ready for contract letting, the Board approved using state funds and converting to federal participation in FY89.

Annual System Diagram Maps for Burlington Northern (BN), Camas Prairie (CSP) and Union Pacific (UP) Railroads. The railroads serving Idaho released their annual update of the system diagram map, showing lines in Interstate Commerce Commission (ICC) Category I. Lines in that category may be the subject of an abandonment application to the ICC within

the next three years. The Board reviewed the Category I rail lines in Idaho.

ITD will continue to gather information from the railroads, shippers and communities to determine and evaluate the importance of these and other lines to the State's economy and transportation systems. Although ITD has been the lead agency on abandonment issues, the Idaho Public Utilities Commission (IPUC) is likely to become more involved since the enactment of Section 62-424, Idaho Code. That law required IPUC to hold a hearing when a railroad files for abandonment even though ITD has jurisdiction in abandonment decisions.

Board Member Batt commended ITD's effort to keep short lines open.

Rule No. 39.01.33.04, Ignition Interlock Breath Alcohol Devices. Section 18-8008, Idaho Code, enacted in 1988, required ITD to promulgate regulations for the certification, installation, repair and removal of ignition interlock breath alcohol devices. That device will not allow a driver to start a vehicle if there is over a certain amount of alcohol in that driver's breath.

Staff reviewed similar laws from California, Oregon, Washington and Michigan, and consulted with the Idaho Attorney General, ITD legal staff and the Administrative Office of the Courts. The draft regulations were reviewed by the same persons plus the Department of Law Enforcement and manufacturers of the devices, and subsequent suggestions incorporated into the final draft.

The Board approved the proposed new rule and authorized its Executive Assistant to process it through the Administrative Procedure Act.

Litter Barrels at Roadside Turnouts with Historic Sites. The Governor's Chief of Staff asked the Department to consider trash receptacles at said sites. Prior to 1979 litter barrels were provided, but a review by the Board at that time indicated that the service was cost prohibitive and the Board policy was amended to eliminate the function.

The Board reiterated the decision to not have litter barrels at roadside turnouts with historic sites. Reasons included the large volumes of garbage from residences and recreational vehicles, cost to install and maintain, and a concern for proper hazardous waste disposal.

Consultant Engineer, Project F-3271(52), Key 3758, SH-55. The Board acknowledged the heavy workload of staff and authorized selection of a consulting firm to design the 5.8-mile project on SH-55 from the junction of SH-44 north at an estimated cost of \$250,000.00.

September 15, 1988

Consultant Engineer, Project F-3112(53), Key 0685, US-95. Again, the Board acknowledged the heavy workload of staff and authorized selection of a consulting firm to design the Weiser alternate route at an estimated cost of \$350,000.00.

Supplement 12 to E-128, Project ER-F-3271(43), Key 3080, Horseshoe Bend Hill, SH-55. Work will include establishing centerline and reference points, setting slope stakes and setting control points for aerial photography during construction to check on quantities.

The Board approved Supplement 12 with McCarter & Tuller, Inc., in the amount of \$113,620.00.

Geotechnical Engineering Services, Project ER-F-3271(55), Key 4175, Horseshoe Bend Hill, SH-55. Work will include evaluation and correction of geotechnical problems encountered during the construction stage by the firm that performed the geotechnical investigation and design.

The Board approved an agreement with Northern Engineering and Testing, Inc., for a maximum amount of \$33,500.00.

Consultant Concept Study, Project BR-F-4113(78), Key 2836, Goff Bridge, US-95. The bridge replacement requires an in-depth concept study to identify structure types and roadway alignments which best satisfy the site requirements. Since the Board approved the consultant study by Anderson Bjornstad Kane Jacobs, Inc. (ABKJ) in October 1987 at a cost of \$140,000, the scope of work increased to include additional roadway and geotechnical work, and provide a second opinion on the magnitude and rate of movement for the existing landslide.

The Board approved the engineering agreement with ABKJ at the increased lump sum cost of \$184,825.00.

Permit to Use Right-of-way #4-89-012, Project F-2351(1), US-26. The new owner asked to relocate an existing 20-foot farm approach from Station 162+50 Rt. to 172+97 Rt., widen it to 40 feet, and remove the use restriction to facilitate truck traffic.

The Board approved and signed the exchange deed.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

EACF-F-1382(9) and Stockpile 5518, Keys 3255 and 3464 - US-26 Peoples Canal to Jct. 39 and Blackfoot stockpile. Low bidder: H K Contractors, Inc., Idaho Falls, Idaho - \$2,344,342.04.

F-FR-5181(1), Key 2503 - Washington State Line to Rathdrum West City Limits. Low bidder: Poe Asphalt Paving Co., Inc., Clarkston, Washington - \$1,238,949.20.

I-IR-184-1(7)4, Key 2881 - Chinden Interchange, Orchard Extension. Low bidder: Central Paving Co., Inc., Boise, Idaho - \$1,908,368.15.

Building 3241, Key 4374 - Mountain Home Maintenance Building. Low bidder: Quality Tile Roofing, Inc., Boise, Idaho - \$36,751.00.

Stockpiles 2520, 2521 and 2529, Keys 3951, 3952 and 4287 - Moscow, Potlatch and Orofino Maintenance Yards. The low bid was more than the engineer's estimate. All bidders were consistently higher for both anti-skid and roadmix materials. Because that indicates good, competitive bidding, the District and Contract Administration Section recommended award; the Board concurred. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$447,240.00.

ST-3291(567), Key 4284 - Gowen Road and Federal Way. The low bid was more than ten percent higher than the engineer's estimate. Staff determined the estimate was too low because of the size of the project; bids were high because the time to complete was short. The District and Contract Administration Section recommended award; the Board concurred. Low bidder: Nelson Sand & Gravel Co., Inc., Boise, Idaho - \$87,540.00.

ID-I-90-1(89)16, Key 0055 - Hill Top Interchange to Bennett Bay. The low bid was more than thirty percent below the engineer's estimate. Staff determined that some unit prices were too high. Analysis revealed that unit bid prices, as bid, was representative of the work to be performed. The District and Contract Administration Section recommended award; the Board concurred. Low bidder: J.J. Welcome Construction Co., Inc., Redmond, Washington - \$8,048,670.00.

STM-1786(538) and STM-1804(506), Keys 4038 and 4297 - Goose Lake-Grey's Road, Bear Creek-Wyoming Line and Niter-Bear River Bridge. Low bidder: H K Contractors, Inc., Idaho Falls, Idaho - \$286,031.00.

FR-6381(2), Key 3345 - Big Lost River Rest Area. Low bidder: C & H Construction Co., Inc., Idaho Falls, Idaho - \$84,043.50.

WHEREUPON, the Board meeting recessed at 5:30 p.m.

September 16, 1988

From Pocatello the tour continued in southeast Idaho to Soda Springs via I-15 and US-30.

Delegation: Preston Mayor, Chamber Representative and State Legislators, Scenic Designation of US-91 and SH-34. Mayor Ross introduced Bob King representing the Preston Chamber of Commerce. King explained the reasons for scenic designation of US-91 and SH-34: 103 points of interest on the route, a safer and less congested highway, and jointly supported by Franklin and Caribou Counties. Senator Hansen and Representative Geddes concurred with the request citing the opportunity to attract tourists. Board Member Davidson asked if the designation would provide competition between tourist and commercial traffic. Representative Geddes did not see any interference. Staff will evaluate the request and make recommendations at a subsequent Board meeting.

Geddes asked for an update on the US-91 project. DE Frank explained that two parcels remain to be secured. SHA Green was concerned about the escalating cost and said ITD may have to wait until a slide occurs, then apply for emergency relief funds. The project will be reviewed at the October Board meeting and Representative Geddes will be advised.

From Soda Springs the group traveled US-30, US-89, and Wyoming State Highway 89 to Montpelier. An on-site inspection of the Dingle Bridge was made prior to meeting with the Bear Lake Commission.

Delegation: Bear Lake County Commission, Dingle Bridge and Scenic Designation of SH-34. Commission Chairman Hulme said bridge development is complete and is scheduled for FY91 at a cost of \$300,000. He urged the Board to maintain that schedule. Chairman Ohman indicated the Board would review the critical bridge program in October and the Commissioners would be advised.

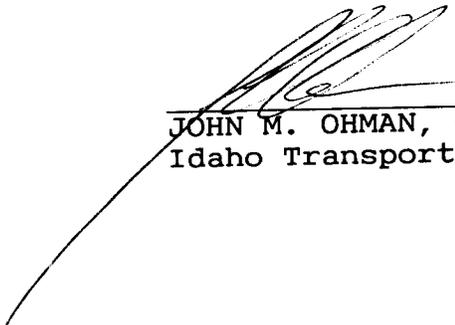
Commissioner Wright asked the Board to consider improvements on US-89 and suggested designating it as a scenic route. Staff will evaluate the request and report recommendations at a subsequent meeting.

Former state legislator Eugene Stucki inquired why US-89 has a stop sign at the Geneva junction with Wyoming State Highway 89. He believed the U.S. highway should have precedence and be a through route.

September 16, 1988

After lunch the Board drove to the Bear Lake County airport. Board members and staff departed to their respective homes.

WHEREUPON, the Board meeting adjourned at 1:50 PM.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
October 13, 1988
Boise, Idaho

September 16, 1988

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

October 13-14, 1988

The Idaho Transportation Board met in regular session in Boise, Idaho on October 13, 1988 at 8:00 a.m. in the Transportation Building. The following people were present:

John M. Ohman, Chairman - District 1
Marion Davidson, Vice Chairman - District 3
Phil Batt, Member - District 2
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
G. Keith Green, State Highway Administrator
Jack T. Coe, Division Administrator - Federal Highway Administration
Judie Wright, Senior Financial Analyst - Governor's Budget Office

Board Minutes. The September Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

November 17-18, 1988 - Twin Falls
December 9, 1988 - Boise
January 19-20, 1989 - Boise
February 16-17, 1989 - Boise
March 16-17, 1989 - Boise

Director's Report. Proposed legislation for 1989 includes: 1) increasing fees for drivers license and title programs to recover administrative costs; 2) increasing license plate fees to recover cost of production; 3) allowing administrative hearings on motor carrier audit assessments as an interim step before going to court; 4) setting an administrative fee of \$2 for motor vehicle registration transactions; 5) allowing optional transfer of non-apportioned, full-fee registration to counties; 6) repealing requirement for ITD to randomly sample up to 5% of motorists to verify that liability insurance is in force; 7) setting legal length for automobile transporters and triple saddlemount vehicles to conform to federal regulations; 8) requiring pilots to submit to drug-alcohol tests; and 9) establishing regulations for the commercial drivers license program.

Director Kiebert and Chief of Aeronautics Miller have toured several state-owned airports recently.

Auditors from the Office of Inspector General will be reviewing the Department's financial management systems as they relate to federal projects.

October 13, 1988

The Automobile License Plate Collectors Association presented Idaho with the "Best License Plate of 1987" award for the red-white-blue centennial plate design.

Rule 39.01.33.04, Ignition Interlock Breath Alcohol Devices. The germane legislative subcommittee on administrative rules review scheduled a hearing on the subject rule for October 21, 1988.

Quarterly Report of Pending Legal Cases. Chief Legal Counsel Trabert summarized the status of actions and answered several questions on specific cases. The Board asked to be kept advised of communication with the trucking firm responsible for damaging an overpass on I-84.

Official Idaho Highway Map Public Information Officer Stratten obtained approval to proceed with printing of the centennial edition of the official highway map. He cited several changes to the "map" side which should enhance readability.

Replacement of District 1 Offices and Yard. A proposal has been received for \$3.5 million to purchase the present site. Deputy Director Neumayer described the actions to be taken: update existing property appraisal, review various location options, prepare proposed notice of sale, meet with state agencies who have indicated in interest in sharing the new facility, have the architect begin site and building appraisals, and coordinate with other affected state agencies.

The Board endorsed the proposed actions.

ITD FY90 Budget. The FY90 proposed budget reflects an increase of 7.6% over the FY89 estimated expenditures. The Motor Vehicles program request includes several enhancements in the areas of Registrations, Ports of Entry, and Titles, as well as development of the commercial drivers license program. Inflation increases of 4.5% have been proposed in the budget which is in keeping with Division of Financial Management instructions. The Personnel Commission recommended an average of 9.7% employee salary increase to the Governor. No salary increase is included in the ITD budget pending decisions by the Governor and the Legislature. Major budget decision units were outlined by Deputy Director Neumayer.

Certification of Revenue and Disbursements, FY88. The Board signed the certification and authorized its publication in newspapers in accordance with Section 40-708, Idaho Code. Deputy Director Neumayer explained the fluctuating cash flow and outstanding encumbrances which accounts for the seemingly high ending cash balance.

Quarterly Report of Motor Vehicle Accounting Bad Checks. The Board acknowledged the 77% collection experience since July 1988. Bad checks represent .001% of the total checks and money received.

Changes in Operator License Fees. Chief of Motor Vehicles Kraemer presented options for raising sufficient revenue for the state and counties to cover the administrative costs of driver license programs. The Board approved a proposal that would increase fees without incurring a revenue loss to the locals. The draft legislation will be presented to the Governor for inclusion in his package for 1989.

Recovery of License Plate Costs. The Board supported proposed 1989 legislation to fund license plate manufacture and production costs directly from the Highway Distribution Account. This is the same method used by the Department of Revenue and Taxation in funding gas tax refunds. Large up-front investments to produce the license plates would be shared by all who benefit from the fees, not just ITD. The proposal will be submitted to the Governor.

Rule 39.01.34.03, Trade Names of Vehicle Dealerships. The new rule was drafted at the request of the Dealer Advisory Board to alleviate public confusion in purchasing a vehicle based on the reputation of certain affluent dealerships. The rule allows the Department to refuse to issue a license to a dealership if the trade name is deceptively similar to an existing Idaho licensed dealership.

The Board approved the new rule and authorized its Executive Assistant to process it through the Administrative Procedure Act.

Bid Wood River Channel Excavation, ST-2392(574), Key 4476, SH-75. District 4 is involved in a multi-agency channel stabilization project immediately adjacent to a proposed highway project on SH-75. An anticipated savings can be realized if immediate purchase of material is approved. The District believes the money can be eligible for federal-aid reimbursement at the time the highway contract is awarded.

The Board approved \$100,000.00 in state funds to allow Blaine County to proceed with channel relocation.

Landscaping Contract, ST-184-1(503), Key 4427, I-184. Staff recommended a landscaping contract for growing plants locally in advance of the actual completion of the Chinden-Broadway Connector in Boise. Federal-aid reimbursement is expected when the plants are used.

The Board approved \$310,000.00 in state funds for the plant growing contract.

Collection of Reimbursed Project Development Costs on Projects Dropped from the Federal-aid Secondary (FAS) Program, Various Counties. At least four counties have projects that will apparently have to be dropped from the federal-aid project status due to the secondary exchange program and the unavailability of FAS funds to finance already developed or "near-ready" projects. An extreme hardship may be created on those local entities that must repay the advanced funds, especially if the repayment is substantially higher than the amount the locals would receive in the exchange program.

The Board approved the repayment of the advanced preliminary and right-of-way funds from the locals to ITD over a period of more than one year. In that way the funds can be repaid from annually appropriated funds that would otherwise be paid to the county from the FAS exchange program.

Special Financing for RS-2839(1), Key 3331, West River-view Road in Kootenai County, and RS-5740(1), Key 3569, 500 South Road in Cassia County. The projects are ready for construction but have run into conflicts with the secondary exchange program. The counties and highway districts involved have invested heavily in project development and right-of-way. Due to the FAS exchange program beginning in FY89, there will not be sufficient funds left the local FAS account to finance these projects. Staff recommends that \$3 million be transferred from the State's secondary account to the local's account for construction of the two projects.

The Board recognized the unusual circumstances and authorized the State Highway Administrator to loan \$3 million to the local secondary program pending successful negotiation and agreements with the local entities involved. The funds are to be repaid to the State from the respective counties from their annual apportionment of FAS funds.

Annual Update of Statewide Rural Functional Classification Map. In accordance with Board Policy B-09-02 the 1995 functional classification map was reviewed. The Board upgraded the following routes from major collectors to minor arterials:

- US-20 between the Caldwell East urban limit and the Boise West urban limit.
- US-30/SH-50 between West Bliss I-84 interchange and junction US-93 west of Twin Falls, and between Twin Falls East urban limit and SH-50/I-84 interchange.

Six-year Highway Development Programs: Interstate, Critical Bridges, Hazard Elimination and Rail/Highway Crossings. The Board reviewed each program in depth and approved the staff recommendations as presented. The programs are as shown in Exhibits C-278, C-279, C-280 and

C-281 respectively which are made a part hereof with like effect.

Tour of District 3. The Board and staff left Boise at 10:30 AM and traveled to Nampa via I-84 and and I-84B.

Delegation - Karcher Interchange Committee. Developer Larry Leasure urged the Board to consider placing the interchange on its six-year development program. He cited economic and safety reasons for the request. The Board indicated a review of that program was scheduled for the following day.

The group drove Nampa-Caldwell Boulevard to Caldwell.

Delegation - Caldwell City Officials. Mayor Pete Cowles and City Engineer Ron Redmon lunched with the Board. Mayor Cowles stressed the need for safety improvements on Nampa-Caldwell Boulevard. He pledged support in securing right-of-way. Board members agreed with the Mayor and said they would be looking at a proposed project in FY92 during a review of the program on Friday.

From Caldwell the tour continued on SH-19 to Wilder, then on US-95 through Homedale to Marsing, then on SH-78 and SH-45 to Nampa.

Delegation - Nampa City Officials. Mayor Winston Goering, Councilman Ernie Starr and City Engineer Larry Bledsoe discussed specific needed improvements in Nampa. They wanted Garrity Boulevard widened and design of the 11th Avenue underpass included in the six-year program. District Engineer Dick will review the former and report to the Board in December. Board members will review the underpass project on the following day.

Tour members returned to Boise via I-84, Eagle Road, SH-55 and SH-44.

Policy on School Crossing Traffic Signals. The Board stated its intent on the installation and maintenance of school crossing traffic signals when requested by local public agencies. After long discussion, Board members decided to only allow said signals to be installed on the state highway system that meet warrants established by the Manual on Uniform Traffic Control Devices regardless of who installs or maintains them. The Board believed the safest way to move students across a highway is with an adult or police crossing guard. A policy will be drafted for signature at the November Board meeting.

Entrance to Community Signs. Various communities have requested permission to place signs on highway right-of-way to welcome motorists to their cities. The Board evaluated alternatives presented by staff and chose to allow, by

permit, communities to design, fabricate and install their own signs on the highway right-of-way just inside their jurisdictional boundaries along primary and secondary highways. Guidelines would be set on the maximum size that would be permitted. Materials for the sign would have to meet ITD specifications and location of the signs must receive ITD approval.

The Department of Commerce requested ITD to fabricate and install, at Commerce expense, a "Gem Community" sign underneath the community entrance signs for cities who qualify under Commerce's program. The Board approved the request.

Quarterly Report on Status of Current FY Program Obligations. FY88 obligations exceeded ITD's annual target of \$116.7 million by \$3.5 million.

Exchange of Property, FAP-18-A, Key A-1997, Property #19615 and 19619, US-95. Staff recommended a straight-across trade of ITD's easement rights which are no longer needed for adjoining property owner's interest in existing right-of-way. The Board concurred and executed the quitclaim deed in favor of the Hingston Family Trust.

Total Buyout in Excess of \$100,000.00 and Trade for Required Right-of-way, BF-F-5116(44), Key 1601, Parcel 2, US-95. The Board approved staff recommendation to settle in excess of \$100,000.00 with additional authority to trade the remainder for required right-of-way upon satisfaction of ITD's needs.

Quarterly District Sign Status Report. The total of illegal and non-conforming signs remained nearly the same as the previous quarter's report.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Building 4381, Key 4415 - Bliss Maintenance Building and Bliss Rest Area North Toilet Building. The low bid was more than ten percent over the engineer's estimate. Contract Administration agreed with the District that a lower bid may be received if the project was rejected and readvertised in the spring. The Board concurred.

STM-0004(555), Key 4331 - Hansen Bridge, Rock Creek and South Jerome Interchange. The low bid was more than ten percent over the engineer's estimate. An inflationary period accounted for the slightly higher bids. The District recommends award to the low bidder; the Board agreed. Low bidder: Dunkin & Bush Painting, Inc., Redmond, Washington - \$139,271.60.

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IR-84-1(9)49, Key 3010 - Maple Grove Grade Separation.
Low bidder: Idaho Construction Co., Kimberly, Idaho -
\$2,734,221.80.

Stockpiles 3633 and 3634, Keys 3959 and 3960 - New
Plymouth Yard and Black Canyon Site. Low bidder: Bryan C.
Rambo Crushing Co., Inc., Nampa, Idaho - \$114,300.00.

DE-0083(802), Key 3857 - Front Street, Capitol to
Broadway and Myrtle Street, 13th Street to Capitol. Low
bidder: Nelson Sand & Gravel Co., Inc., Boise, Idaho -
\$3,118,106.11.

ST-3112(583), Key 4271 - Little Salmon River Canyon.
Low bidder: Idaho Sand & Gravel Co., Inc., Caldwell, Idaho -
\$214,825.00.

I-IR-15-2(22)96, Sec. "C", Key 0007 - North Blackfoot
Rest Area. The low bid was more than ten percent over the
engineer's estimate. The four bids received were analyzed
and indications were the market is running slightly on the
high side of the consultant architects' price estimate range.
No potential savings is expected to be realized from
re-advertising. Also, it is important to keep the staged
construction on time. Headquarters staff and the District
recommend award to the low bidder; the Board agreed. Low
bidder: B & C Construction, Inc., Chubbuck, Idaho -
\$1,641,333.36.

Consultant Contract, RRP-RRS-3341(10), Key 3550,
Mountain Home Railroad Separation, I-84B. In February 1988
the Board authorized staff to begin negotiations with
consultants for design of the railroad separation at an
estimated cost of \$300,000.00. The consultant selection
committee chose Higgins Engineers, Inc. at a cost of
\$465,000.00 which includes a fixed fee of \$57,660.00.

The Board approved the consultant contract with Higgins
Engineers, Inc.

WHEREUPON, the Board meeting recessed at 7:00 PM.

October 14, 1988

The Board meeting reconvened on October 14, 1988 at 8:00
AM in the Transportation Building, Boise, Idaho with the same
people present.

City of Coeur d'Alene's I-90 Business Route Reconstruc-
tion Proposal. I-90B was removed from the primary system in
1985. Coeur d'Alene has never added the business route to
its urban system. Three areas of improvement were identified
by city officials at the May 1988 Board meeting: 1) North-
west Boulevard from I-90 interchange to 1st Street, 2)

October 14, 1988

downtown revitalization, and 3) East Sherman Avenue from 7th Street to I-90 interchange. Appropriate funding for the second item would include economic development grants, demonstration funds, local improvement district funding as well as federal-aid urban funding.

The Board considered the first and third areas as legitimate projects for federal-state participation. Because the Board members recognized the importance to begin improvements, they approved a transfer of \$740,000.00 in primary funds to the urban program for traffic signalization from 1st Street to 7th Street. The City will be advised that this is not a continuing source of funds and is contingent on the City putting Sherman Avenue and Northwest Boulevard on its urban system.

Location and Design of Ferdinand-Lawyer's Canyon Project F-4113(77), Key 2502, US-95. In 1977 the Board approved the existing improved alternate from Ferdinand to Lawyer Creek crossing after a series of public hearings. The project is ready for design hearing and could be ready for construction in FY91. The chosen alternative is a longer route by approximately three to four tenths of a mile and costs \$1.1 to \$1.3 million more. Board members agreed that the location should be evaluated again in terms of cost savings, traveling distance reduced and their policy of bypassing communities. The project was reprogrammed for FY92. They directed staff to redo the location decision process.

Six-year Highway Development Programs: Interstate 4R, Primary, Secondary and Urban. The Board discussed each program at length and approved the Interstate 4R and Urban programs with no changes from the drafts presented. Board members made modifications to the Primary and Secondary programs. The approved programs incorporating changes are shown in Exhibits C-281, C-282, C-283 and C-284 respectively. They are made a part hereof with like effect.

Major Federal Primary Projects Beyond the Six-year Program. The Board approved the priority listing of major primary projects.

Addition of Down River Road North of Lewiston to the State Highway System. In May 1988 the Washington State Transportation Commission asked the Idaho Board to consider adding the subject route to Idaho's network of roads. The 2.1-mile segment is part of the City of Lewiston's urban system. It serves the Ports of Whitman County and Clarkston in Washington and, to a lesser extent, the Port of Lewiston. The cost to bring the road to primary standards is estimated at \$2 million. The City of Lewiston does not consider improvement to the route a high priority and its urban funds are obligated for many years. The City agreed to spearhead efforts to obtain funding support from local entities.

The Board reviewed all ramifications of the proposal and elected to not add Down River Road to the state highway system at this time, but would keep the suggestion under continuing consideration in case the funding picture or local sentiments changed.

Addition of FAS Route 2775 from Wendell to Hagerman to the State Highway System. A joint request was received from the Hagerman Highway District and the Wendell Highway District to add the subject route to Idaho's highway system. The 8.6-mile road is almost equally divided between the highway districts. Staff believed the route carries mostly local traffic and has similar characteristics to other county roads in the area. The anticipated cost to improve the highway to state standards is \$3.4 million.

Board members discussed the additional revenue to be received by the highway districts because of the gas tax increase in 1988 and the change in distribution formula in 1990. It was, therefore, their decision to not add the Wendell-Hagerman road to the state's system.

Systems Action Public Hearing, US-20/26 and SH-44 Due to Construction of the Broadway-Chinden Connector in Boise. The Board directed staff to conduct a public hearing as soon as possible to determine the final alignment of US-20-26 and relocation of SH-44.

Video Inventory of Idaho's Interstate System and District 3 Principal Arterials. The inventories are conducted to provide a historic data base for determining pavement cracking deterioration. This year's work includes calculating a computer generated distress index for each analysis section for 1985 through 1988.

The Board approved the contract with Videocomp, Inc. at a total cost of \$73,996.00 to be funded from HPR funds. The contract period is from October 17, 1988 through December 31, 1989.

FY89 Program of Projects for Urban Mass Transportation System Section 18 Program and the Rural Transit Assistance Program (RTAP). A list of projects was developed for the Section 18 program which provides public transportation services in rural and small city areas. Another list of projects was developed for RTAP to fund technical assistance and training needs of rural transportation providers not covered under the regular Section 18 program.

The Board reviewed the recommended recipients and authorized staff to apply for UMTA funds, execute the grant when funds are approved, and implement the programs of projects authorized by UMTA.

Delegation - Karcher Interchange Committee. Developer Jim White reiterated comments made the previous day by his partner. He asked that the Board accelerate the acquisition of right-of-way and the construction schedule for the Karcher Interchange on I-84. White indicated that Committee members favored the chosen alternative. He also offered assistance with right-of-way acquisition.

Chairman Ohman said the Board had included the project in the Interstate 4R program in FY94 and appreciated the offer of help.

Delegation - Buhl Highway District. Commissioner Robert Cornie said the Highway District would be agreeable to splitting the Cross County Road project, SR-RS-2713(7), in order to keep the construction schedule maintained. A resolution from the Twin Falls County Highway District Association supported the project.

State Highway Administrator Green will have staff communicate the options available to the Highway District concerning the federal-aid secondary exchange program. The project could be delayed past FY91 depending on how many entities opt for the program, he commented. Local Roads staff will meet with the commissioners, explore alternatives and report to the Board in November.

Delegation - Wendell School District Officials and Local Resident. Wendell Elementary School Principal Gary Thomasson and School District Superintendent George Crawford asked the Board to allow a school crossing traffic signal on SH-46 at 3rd Avenue in front of the Wendell Elementary School. Police officers are used to help with traffic control but are often called to other enforcement activities. Adult crossing guards have also been used. They introduced a local resident, Bob Burks, who coordinated fund raising efforts in support of the traffic light. Mr. Burks reported that \$8,000 has been obtained and that poles have been donated by Idaho Power.

The Board considered the request, acknowledged the efforts already made by the community and admitted that while new Board policy would preclude the signal, discussions had commenced under prior Board policy. For those reasons, Board members agreed to allow the school crossing traffic light contingent on the school district continuing to use adult crossing guards, and that the light be operated only when necessary.

Delegation - Nahas/Hon Access Requests on SH-55. Bob Jossis represented R.T. Nahas in requesting Board approval of a change in existing accesses on SH-55 from Meridian I-84 interchange north. He indicated adjacent property owners, William and Roland Hon, had agreed to the proposed accesses. Meridian City Engineer Gary Smith supported the request.

District 3 Engineer Dick added that the north access point should be contingent on the property owner on the west side of SH-55 agreeing to adjust his access to coincide. State Highway Administrator Green told the delegation that a monetary reimbursement would be required by the state for any access purchased.

After the delegation's presentation, the Board deliberated the options and approved the following:

- Widen and change access control at Station 445+93;
- Move approach from Station 454+00 to approximately Station 452, contingent on property owners across SH-55 moving their approach to line up with access on east side; and
- Create new approach at approximately Station 456+93.

All applications are to be submitted to the District 3 Office for a combined transmittal to the Traffic Section for approval and signature by the Board.

Delegation - Ada Planning Association. Executive Director Clair Bowman identified four areas that APA would like modified from the draft six-year highway development program:

1. Eagle bypass - Accelerate project in exchange for widening of Eagle Road from Fairview to Chinden. The Board agreed to advance Eagle alternate route to FY92 instead of FY94, and delay the reconstruction/realignment of Eagle Road from FY91 to FY94.
2. Cole-Overland interchange - Accelerate project from the proposed FY94 program. Board members cited increased costs from \$13.8 million to \$22.4 million as the reason the project was delayed. Inclusion of the project in the last year of the six-year program at least allows project development to continue and would enable the Board to take advantage of any future funding improvements.
3. Curtis Road extension - Include project in long-range transportation planning process and maintain the timetable of FY92. Garden City Mayor and City Council passed a resolution requesting that the project be advanced, identified as a needed improvement and financing be secured to enable construction within three years of October 1988. Ada County Highway District and APA set the priorities in Boise's urban program. Therefore, modifications to the program would be made at their direction within the funding limitations. Board Chairman Ohman said the project was included as a

new project in Boise's urban program in FY92 at a cost of \$1.51 million.

4. State Highway 69 reconstruction - Schedule widening project on SH-69 from I-84 to Amity Road closer to reconstruction of bridges on SH-69, and include improvement project on SH-69 from Amity Road to Kuna in the six-year program. The Board delayed the bridge projects to FY90 and advanced the road project from I-84 to Amity Road to FY91. Widening of SH-69 from Amity Road to Kuna remained in the holding category of funding for secondary projects beyond FY94 because of limited funding and statewide project priorities.

Delegation - American Falls Citizens for the Bridge and West Alternate Route Now. Former State Senator Dwight Horsch co-chairs the committee with Lynn Johnson. The City of American Falls and the committee unanimously endorsed the Phase I bridge replacement (Idaho Street connector) and the Phase II west bypass if the two phases were "coordinated together and constructed as near to the same time as is possible." The committee recommended that a local resident be appointed as a design liaison between the community and the state. The delegate's consensus was that City Council President Brett Crompton should be that liaison. Several additional conditions were made regarding parking, landscaping, signing and timing of construction. They will be evaluated by District 5 Engineer Frank and recommendations presented to the December Board meeting.

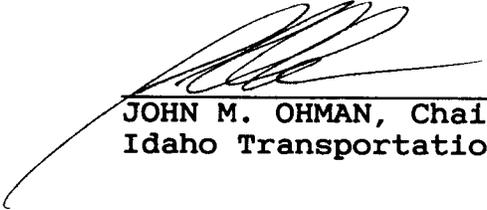
Delegation - Prairie Highway District. Commissioners Snyder, Branson and Schlader attended the Board meeting to hear the Board's discussion on the addition of a portion of former SH-7 on the state highway system. Chief of Transportation Services Lydston outlined the staff analysis. The route received a rating of 16.5 based on a technical evaluation of traffic, parallel service, statutory goals, interstate continuity and importance to the state's network of highways. Normally a rating of 50 indicates a road is an eligible candidate for inclusion in the system.

Board members acknowledged the Highway District's funding difficulty. They suggested several developments that could contribute financially to the county: the gas tax increase, the local secondary federal-aid exchange program, and the change in distribution formula effective July 1990. The Local Roads staff will contact the commissioners about the exchange program. Anticipated gas tax revenue should accrue an additional \$10,000 annually to the Highway District. District Engineer Clayton will evaluate options for road improvements and the Management Services Section

046

will analyze the entire state and local road network surrounding SH-7, SH-62 and SH-64. Staff findings will be communicated to the Commissioners.

WHEREUPON, the Board meeting adjourned at 7:15 PM.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

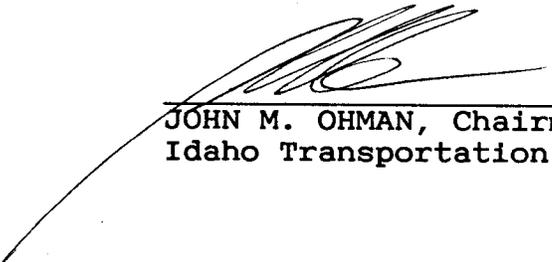
Read and Approved
November 18, 1988
Boise, Idaho

SUPPLEMENT TO THE OCTOBER 1988 MEETING OF THE
IDAHO TRANSPORTATION BOARD

November 3, 1988

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Marion Davidson and Member Phil Batt on November 3, 1988, the Chief Legal Counsel obtained approval for a supplement to consultant attorney agreement on the Eterna-Line contract claim, Project IR-84-2(20)49, I-84. The hearing has been extended another two months because the contractor revised figures. The supplement amounts to \$175,000.00 bringing the total contract amount to a maximum of \$400,000.00.

On the same claim, Chief Legal Counsel Trabert received authorization for a supplement to the claims consultant contract with Associated Construction Consultants, Inc. in the amount of \$145,000.00 for a total contract amount not to exceed \$470,000.00.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
November 18, 1988
Boise, Idaho

November 3, 1988

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

November 17-18, 1988

The Idaho Transportation Board met in regular session in Twin Falls, Idaho on November 17, 1988 at 1:30 PM at the Canyon Springs Inn. The following people were present:

John M. Ohman, Chairman - District 1
 Marion Davidson, Vice Chairman - District 3
 Phil Batt, Member - District 2
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 G. Keith Green, State Highway Administrator
 Jack T. Coe, Division Administrator - Federal Highway Administration
 Judie Wright, Senior Financial Analyst - Governor's Budget Office

District 3 Engineer Dick and Assistant District 4 Engineer Thomas accompanied the group on a tour of Districts 3 and 4. The tour began in Boise at 8:00 AM and covered I-84 to Mountain Home, SH-51 and SH-78 to Hammett. District 3 Engineer Dick returned to Boise. Tour members then continued on I-84 to Twin Falls.

Board Minutes. The October Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

December 9, 1988 - Boise
 January 19-20, 1989 - Boise
 February 16-17, 1989 - Boise
 March 16-17, 1989 - Boise
 April 14-15, 1989 - District 5

Director's Report. Director Kiebert announced that the Personnel Commission had concurred with establishing an exempt position of Highway Safety Administrator under Section 67-5303(d), Idaho Code, as approved by Board members after discussion with Governor Andrus.

The Director met with the Sandpoint Chamber of Commerce to discuss the study of alternative routes. He dedicated the Oldtown Bridge and attended the dedication of Pack River-Colburn highway improvement on US-95. The Board congratulated staff on developing the latter project so quickly.

Chief of Transportation Services Lydston went to the Boise Chamber of Commerce meeting for the Director and provided an update of highway activities in the area.

November 17, 1988

The Governor received the Centennial License Plate award for "Best Plate of 1987" at a press conference in Boise.

The Board asked the Director to obtain written approval from Legislative leadership and the Joint Finance-Appropriations Committee to sell the District 1 complex. It is expected the complex could be put up for auction after Christmas with a minimum bid of \$3.5 million.

Revocation of Dealer License No. 1492. An administrative hearing was held before the Board's hearing officer, Michael B. Howell, on October 20, 1988 in the matter of the proposed revocation of the dealer license issued to Michael V. Jones, dba Western Lease & Fleet Sales aka The Shoppe, Burley. Mr. Jones did not appear and no evidence was presented on his behalf.

Mr. Howell's recommendation was that the dealer license be revoked due to the dealer's failure to provide marketable title for two vehicles sold by the dealer.

Mr. Jones had a scheduled appointment with the Board at 4:30 PM on November 17, 1988 but did not appear and no evidence was presented on his behalf.

The Board affirmed the hearing officer's decision and revoked dealer license 1492 issued to Michael V. Jones.

Purchase of Real Property in the Headquarters Complex, Boise. A small piece of property (10 feet by 115 feet) located between existing Headquarters' complex parcels on the northeast corner of the Department along State Street has been offered to the Department for sale. The property owner, E. Clyde Wilson, wants to sell the parcel for \$800.00. The value can be supported by recent purchases in the area.

The Board approved purchase of the subject property for a total amount of \$800.00.

Disclosure of Engineer's Estimate. The advantages and disadvantages of disclosing the engineer's estimate were outlined by State Highway Administrator Green. The Board reaffirmed the policy of not disclosing the engineer's estimate prior to bidding.

Crescent Coalition of States for a 1992 Surface Transportation Act. Chief of Transportation Services Lydston identified the states affiliated with the Coalition: California, Florida, Georgia, North Carolina, Oklahoma, Texas, Idaho, Alabama, Virginia, Washington and Wisconsin. The purpose of the Coalition is to produce a 1992 Surface Transportation Act Bill that will probably become the basis of the legislation proposed in the House of Representatives. All the states have a close interaction with their Congressional delegations.

In a recent meeting, member states agreed that the most immediate goal is active opposition to the fuel tax as a viable deficit reducing measure. Idaho's congressional delegation has committed its support of House Resolution 225 opposing motor vehicle fuel tax for deficit reduction.

State Highway Administrator's Report. SHA Green explained that ITD has indicated to the City of Malad and to Oneida County that part of the County's secondary allocation could be used on preliminary engineering for the Bannock Street project in Malad. The County must agree.

Staff is proceeding with design plans for both the East Alternate and Existing Improved Alternate on Ferdinand to Lawyer's Canyon section of US-95. EAB Detmar attended the information meeting in Ferdinand and did not detect much criticism from the public of the Board's decision to look at a second alternative in the hope of saving money and mileage.

ITD is providing technical assistance to Ada County Highway District in evaluating four bridges on Linder Road that were recently posted for 4-ton limits.

SHA Green said the Governor had asked Deputy Director Neumayer to be interim Director of the Department of Corrections for about 90 days until a new Director could be named. An acting Chief of Administration would be named in Neumayer's absence. The Board asked to kept advised of personnel shifts.

Public Lands funds in the amount of \$4.6 million has been received for the Banks-Lowman projects.

Cash flow forecasts indicate an approximate \$10 million excess due to increased fuel consumption and the gas tax increase. Staff will begin identifying eligible state-funded highway improvements for the Board's consideration in allocating the funds.

Delegation - Franklin County Commissioners. Commissioners Buttars and Smith inquired about the status of repairs to US-91 in the vicinity of the Bear River. A slide has encroached on the roadway and a temporary detour has been constructed. State Highway Administrator Green said the project was rescheduled in the six-year program from FY89 to FY90 because of escalating costs. Emergency relief funds might be obtained if the slide becomes worse. In the meantime, staff is completing the design and right-of-way acquisition.

The Commissioners suggested that the concrete guard rail should be extended through the entire slide area. District 5 Engineer Frank will evaluate that possibility.

Delegation - Coeur d'Alene Mayor and Local Resident.

Mayor Stone provided options for accessing Sunset Avenue from US-95 now that improvements to the Kathleen intersection are about done. Shopping mall merchants on the east and property owners on the west want easy access to their respective areas. Dennis Kenny asked the Board to consider reopening the median crossing.

SHA Green explained that the median crossing was closed at Sunset because it was approximately 600 feet from Kathleen and the left turn lane being constructed encroached on the crossing. Construction of an intersection at Bosanko one quarter mile south of Kathleen is to be completed by the property owners which could provide access to the Sunset Mall.

Board members took the matter under advisement and would make a determination later in the meeting.

Prioritization and Programming of Railroad Crossing Projects. In answer to Board Member Batt's inquiry, a summary of how railroad crossings are prioritized was provided. All public at-grade highway/railroad crossings are ranked in order of accident potential by a calculated priority index. The index contains factors for daily train traffic and speed, daily highway traffic and speed, number of tracks, number of lanes, existing protection, observed and predicted accidents, and roadway surface.

The 100 crossings with the highest priority are reviewed annually. If the jurisdictions responsible for the roadway show an interest in rail crossing safety improvements, field reviews are scheduled to determine what action, if any, should be taken.

The Board appreciated the information.

Revision to Rule 39.02.05.09, Section 43, Special Permits for Oversize and Overweight Vehicles. As a result of discussions with the Senate Transportation Committee in 1988, staff conducted an in-depth study of the costs incurred in the processing and issuing of special permits and the enforcing of special permit regulations. The Motor Carrier Advisory Committee endorsed the study and its results. A public hearing was scheduled but no one attended. One written response was received from John Tolliver who stated that he could not see the justification for a variance in permit fees.

The Board reviewed the study, staff's comments and approved the change in fee structure on an emergency basis effective December 1, 1988 so that immediate adjustments could be provided to users. The Board further authorized its Executive Assistant to process the amendments through the Administrative Procedure Act.

Permanent Easements. The Board executed easements on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>In Favor Of</u>
IR-84-1(12)45	9	2989	Mountain States Telephone & Telegraph Co.
FG-3271(44)	12	3250	Mountain States Telephone & Telegraph Co.
Yard No 9900	--	--	Stonegate Mobile Home Park

Condemnation Action. The Board signed the orders of condemnation on the following parcels as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel Nos.</u>	<u>Key No.</u>	<u>Route No.</u>
I-90-1(142)18	39, 47 & 48	2761	I-90

Survey Report of Condemnation Rates in Highway Acquisition. A survey of highway right-of-way condemnation rates in 50 states, two U.S. territories and two Canadian provinces ranked Idaho 45th in total parcels acquired from 1984 to 1987 and 46th in number of parcels processed for condemnation. Idaho had the 5th lowest rate of parcels submitted for condemnation action. Since many parcels are settled without going through entire court procedures, the actual rates of condemnation are much lower than the survey suggests.

The Board was extremely pleased with the findings and suggested the information be disseminated publicly.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Stockpile 6680, Key 3705 - Irwin Maintenance Yard. Low bidder: J.K. Merrill & Sons, Inc., Pocatello, Idaho - \$63,680.00.

ST-2790(532), Key 4373 - Minidoka to West Kimama. Low bidder: Western Construction, Inc., Boise, Idaho - \$655,965.00.

Stockpile 1535, Key 4170 - Plummer Maintenance Yard. The low bid was more than ten percent over the engineer's estimate. The short time period probably resulted in the higher prices. The District and Contract Administration Section recommend rejecting and re-advertising in the spring; the Board agreed.

November 17, 1988

Stockpile 3631, Key 3957 - Idaho City Maintenance Yard. The low bid was more than ten percent over the engineer's estimate. Heavy construction schedules probably resulted in the higher prices. The District and Contract Administration Section recommend rejecting and readvertising later; the Board agreed.

ID-I-IR-15-3((30)150, Key 0063 - Hamer I.C.-Dubois I.C. Low bidder: Bannock Paving Co., Inc., Pocatello, Idaho - \$7,203,576.90.

Stockpile 6681, Key 3706 - Arco Airport. Low bidder: J.K. Merrill & Sons, Inc., Pocatello, Idaho - \$57,800.00

F-BR-5101(2), Key 1066 - Moyie River Bridge. Low bidder: Inland Asphalt Company, Spokane, Washington - \$1,764,123.13.

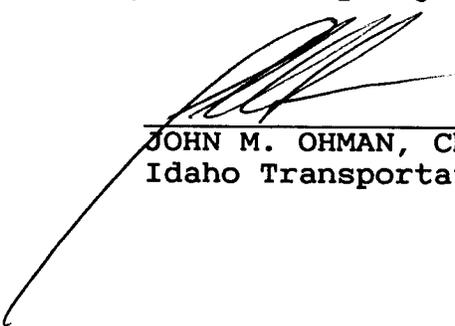
Median Crossing at Sunset Avenue on US-95 North of Coeur d'Alene. Board members reaffirmed the District's decision to close the median crossing at Sunset since it interfered with traffic flow and posed a safety problem. They did, however, allow right turns onto Sunset from both northbound and southbound US-95 at least until the Bosanko intersection is constructed. In the meantime, staff will evaluate the feasibility of retaining the right turns onto Sunset and present a recommendation to the Board.

WHEREUPON, the Board meeting recessed at 5:45 PM.

November 18, 1988

From Twin Falls the group traveled on US-30 to Buhl, then on County road Clear Lakes Grade to I-84 and Wendell. The tour continued on SH-46 and US-20 to Fairfield for coffee with former Board member Lloyd Barron and his wife. Tour members drove US-20 to Carey, US-93 to Shoshone and SH-24 to Minidoka and Rupert, then US-30 and I-84 to Burley. Director Kiebert, Chairman Ohman and SHA Green remained in Burley, ADE Thomas stayed in Twin Falls and the other members returned to Boise via I-84.

WHEREUPON, the Board meeting officially adjourned at 6:15 PM.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
December 9, 1988
Boise, Idaho

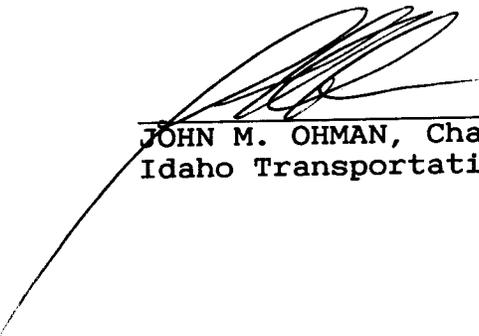
November 18, 1988

SUPPLEMENT TO THE NOVEMBER 1988 MEETING OF THE
IDAHO TRANSPORTATION BOARD

December 2, 1988

Through telephone contact with Board Chairman John M. Ohman and Vice Chairman Marion Davidson on December 2, 1988, the Chief of Motor Vehicles obtained approval to:

Discontinue the practice of assessing weight distance fees for weights in excess of the maximum legal registered weight; effective December 2, 1988.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
December 9, 1988
Boise, Idaho

December 2, 1988

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

December 9, 1988

The Idaho Transportation Board met in regular session in Boise, Idaho on December 9, 1988 at 8:00 AM in the Transportation Building. The following people were present:

John M. Ohman, Chairman - District 1
Marion Davidson, Vice Chairman - District 3
Phil Batt, Member - District 2
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
G. Keith Green, State Highway Administrator
Jack T. Coe, Division Administrator - Federal Highway Administration
Judie Wright, Senior Financial Analyst - Governor's Budget Office

Board Minutes. The November Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

January 19-20, 1989 - Boise
February 16-17, 1989 - Boise
March 16-17, 1989 - Boise
April 14-15, 1989 - District 5
May 12-13, 1989 - District 3

Director's Report. At a November 18 meeting of the Idaho Grain Producers, members asked if ITD would ask the 1989 Legislature for an additional cent and one-half gas tax. Kiebert said the Department did not intend to seek additional revenue through an increase in the gas tax.

Director Kiebert met with Senator Skip Smyser to discuss the proposed legislation for a commercial drivers license program. Refinements are being made. The Senator is expected to introduce the legislation at the beginning of the 1989 session.

The Board supported two resolutions that the Idaho Legislature would send to Congress opposing an increase in the federal gasoline tax for deficit reduction purposes and encouraging removal of the Transportation Trust Fund from the unified federal budget.

Director Kiebert will tell state legislators that District Engineers will contact them prior to the session to discuss highway issues.

The Local Highway Needs Assessment Council is running short of funds and will discuss the situation with the Board in January.

Director Kiebert summarized the budget cuts made by Governor Andrus. The positions for the one-stop-shop were eliminated because the PUC and Revenue & Taxation had not reduced their complements accordingly. Two positions to operate the special permits office on weekends were eliminated because the Governor believed the existing service was adequate. Only three of five positions were approved to develop and implement the commercial drivers license program.

The Board acknowledged the Emmett Mayor's transmittal of petitions thanking the Board for improvements on the north-south highway and including a proposed highway from Emmett to Council as a goal.

Since Deputy Director Neumayer accepted the Governor's appointment as acting Director at the Department of Corrections for 3-4 months, an internal announcement was made asking for employees interested in being the acting Chief of Administration in Neumayer's absence. From nineteen names, Dick Transtrum, Personnel Supervisor, was chosen. The same procedure was used to select an acting Personnel Supervisor. Morris Detmar, Titles/Dealer Operations Manager, was selected from fourteen interested applicants.

Delegation - Richard Freund, Ignition Interlock Breath Alcohol Devices. Rule 39.01.38.01 concerning certification, installation, maintenance and repair of the devices was questioned at the last Board meeting. Mr. Freund appeared before the Board to explain the devices through use of video and actual application.

Pat Raino of the Office of Highway Safety accumulated the amount of revenue received in counties to date for use by magistrates in assigning the devices to DUI offenders. Legislation passed in 1988 allowed an assessment of \$15.00 on each DUI arrest or withheld judgment. Approximately \$6,500.00 has accrued in 24 counties since July 1, 1988; a figure that Mrs. Raino believes does not accurately reflect the number of actual arrests. A more complete accounting is expected after all counties report. It will be given to the Senate Transportation Committee, per Chairman Smyser's request, during testimony on the new rule.

The Board was satisfied with the apparent reliability of the devices and authorized distribution of the new rule to be effective this date.

Delegation - Lewiston City Officials, Down River Road. Councilman Wing said the City of Lewiston supported the Board's efforts to "obtain funds through a demonstration project to bring 2.1 miles of the Down River road into the

state road system." He said the deteriorating condition of the road is having an adverse affect on Lewiston by diverting heavy truck traffic through downtown.

The Board asked staff to evaluate the City's letter, determine priorities of District 2 projects, and solicit input from Washington Department of Transportation on the status of the route in that state. The City will be advised of the outcome of that evaluation.

Delegation - Weiser Area Residents, US-95 Projects. Bob Barber of the Chamber of Commerce and several other residents discussed the importance of an improved and viable US-95. They asked if the FY90 resurfacing project could be expanded to include widening of US-95 between Weiser and Payette. Payette Mayor Butcher supported that request. Mr. Hoffman said businesses need a construction timetable so local decisions can be made. Several people mentioned that construction of the Galloway Dam would necessitate a better road because of increased tourist and recreation traffic.

The Board asked District 3 Engineer Jerry Dick to consider extending the FY90 project and present a recommendation to the January Board meeting.

Dedication of Grove of Trees and Burying of Time Capsules. The University of Idaho, as part of the school's centennial celebration, is planting a grove of trees in every county. The trees were donated by the University's forestry department. The Transportation Department complex was selected because of its many University of Idaho graduates and strong support of higher education.

Two time capsules were buried among the grove of trees. One will remain buried for 25 years; the other for 100 years. Included in the time capsules were pictures, publications and other items representing today's Transportation Department.

Dedication ceremonies were conducted by the Board, Deputy Director Neumayer and University of Idaho Director of the Boise Center, Roger Reynoldson. Guests included Secretary of State Cenarrusa, State Treasurer Edwards and Senate Majority Leader Fairchild. Lowell Elementary School children performed two songs.

Lunch with Aeronautics and Public Transportation Advisory Board and Staff. Chief of Aeronautics Miller recommended that legislation be introduced in 1989 to eliminate the reference to public transportation in the duties of the Advisory Board. An internal organization change moved the public transportation function to the Bureau of Transportation Services earlier this year.

The Board approved the draft legislation amending Sections 21-134 and 21-136, Idaho Code.

After lunch Board members met at the Aeronautics office to review a video prepared in-house on aviation as a career. Advisory Board Chairman Parish explained that members are meeting with aviation groups around the state in an effort to gather input on needs. He said agricultural operators are having difficulty with regulations established by the Environmental Protection Agency. The Bureau is continuing a high profile in the aviation community and assisting in the formation of an Idaho pilot's association.

The Board reconvened for the afternoon session at the Transportation Building at 2:00 PM.

Avalanche Project ST-3291(565), SH-21. A \$15,000.00 state-funded project was originally approved in February 1988 to conduct a study and identify corrective measures on the avalanche problem on SH-21 near Grandjean.

The Board approved another \$15,000.00 of state funds to purchase materials, emergency equipment and facilities for avalanche emergencies.

FY89-95 Idaho Federal Lands Highway Program. In November tri-agency (ITD, FHWA and U.S. Forest Service) representatives formulated a federal lands program for Idaho. Changes from the previously-approved program are:

- Banks-Lowman highway from Sweet Creek to Little Gallagher Creek was delayed from FY90 to FY91 due to development problems.
- Pine Road was added in FY90 to better utilize Public Lands funds.
- Lost Trail Pass, Stage 1 was delayed from FY91 to FY92 due to cost overruns of existing projects and estimated cost increases in planned projects. Stages 2 and 3 were still scheduled for FY93 and FY94 respectively.
- Harpster Jct. to Mt. Idaho Bridge (SH-14) was advanced from FY92 to FY91 to offset delay of Lost Trail Pass.
- Glenwood Road (FH-55) was advanced from FY92 to FY91 also to offset the delay of Lost Trail Pass.

The Board approved the FY89-95 Federal Lands Highway Program as recommended. That program is as shown in Exhibit C-278 which is made a part hereof with like effect.

Federal-aid Systems and Funding of Urban Projects. Staff distributed copies of a report describing the procedures used to functionally classify highways, roads and streets; a tabulation of mileage and vehicle miles of travel by route type; information on funding of projects within

urban areas; and a chart showing the primary projects currently funded within each urban area.

The Board asked Chief of Transportation Services Lydston to develop a system to uniformly utilize primary funds in urban areas. Members also requested a report showing the distribution of primary money in urban locations since 1978.

Delegation - Preston City, Franklin County and State Legislator, Scenic Designation of US-91/SH-34. Former Preston Mayor Williams urged the Board to designate US-91 from the Utah State line to Preston and SH-34 to the Wyoming State line as scenic. Caribou County Prosecuting Attorney Nelson said that US-91/SH-34 was a better road, especially for recreational travelers. Williams asked if "RV Preferred" could be included on the map. The Board members were reluctant to do that and believed it should be addressed by the auto and travel clubs.

Staff analyzed the Cache Valley Idaho Development Corporation's proposal for scenic designation of US-91. At the same time an evaluation of US-89 through Montpelier and SH-34 as a scenic route was made.

The Board reviewed staff options and comments by previous delegations and today's group. Board members believed that US-91 exhibited more historic rather than scenic characteristics. They determined that the US-91/SH-34 route should be named the Pioneer Historic Route and so designated on the next edition of the official state highway map. Board members further determined that US-89/US-30/SH-34 was considered scenic and declared it Bear Lake - Caribou Scenic Route for inclusion in the new highway map to be distributed in February 1989. A map of specific scenic and historical routes is shown in Exhibit C-279, which is made a part hereof with like effect. A.g

Delegation - Payette Mayor Butcher, 3rd Avenue and US-95 Project. Mayor Butcher wanted to be sure the project was on schedule. The City has almost completed the urban water and sewer project. District 3 Engineer Dick said 20 of the 28 parcels have been secured or were in negotiation. A local trucking company is concerned about proposed access and that could slow right-of-way acquisition.

The Board asked DE Dick to give the Mayor bi-monthly briefings on the project.

Delegation - Central Highway District, Reubens Road Project. Commissioner Johnson said the final design has been completed on the 4.36-mile project and over \$100,000.00 has been paid out in engineering fees. The secondary exchange program put this project in jeopardy because not enough funds will accrue to the Highway District to complete the project within a reasonable time. He believed the unique situation

justified special attention by the Board. Letters of support were delivered from Evergreen Highway District, North Highway District, Kamiah Highway District, Prairie Highway District, City of Craigmont, Lewis County, City of Nezperce, Craigmont Chamber of Commerce, Highland School District and many local residents. Lewis County's current FAS balance is a negative \$353,000.00. Central Highway District receives approximately \$23,800.00 annually.

State Highway Administrator Green asked if the project could be scaled back to allow construction at a lesser cost. The Highway District's consultant agreed to look at that option. In the meantime, the Board approved release of funds for right-of-way acquisition. The Board was committed to completing the project and asked staff to evaluate the redesign when it is submitted.

Idaho Ports of Entry Concept of Operations. The plan has been reviewed by the Motor Carrier Advisory Committee and ITD's Management Review Committee. Both groups recommend approval. The document suggested that a schedule be adopted requiring replacement of weigh scales on a ten-year cycle.

The Board approved the concept and authorized staff to make internal distribution.

FY88 Report of Civil Rights Activities. The progress and accomplishments during FY88 were summarized:

- ITD certified 213 Disadvantaged Business Enterprises (DBE) for participation in federal-aid projects.
- Thirteen contract compliance review were conducted; seven were in compliance.
- ITD work force currently contains:

3.8% minorities; up from 3.7%
20.7% women; up from 20.2%

Staff asked that the report be scheduled annually in November to allow all information on the DBE program to be included; the Board concurred. Board members congratulated Berneeta Forstner in her efforts to meet federal guidelines.

Board Policy B-12-16, Traffic Control Devices. The revised policy reflects the Board's decision in October that would only allow school crossing traffic signals on the state highway system that met warrants established in the Manual on Uniform Traffic Control Devices.

The Board approved and the Chairman signed the revised policy.

American Falls Alternate Route, Project RS-RSG-1721(22), Key 1578, SH-39. In October a delegation requested that several items be considered in the construction of a bypass around American Falls. Two requests require Board approval: 1) off-street parking should be purchased and developed as part of the project with continued maintenance and operation by the City after completion of the project; and 2) the I-86 business loop through American Falls should be kept on the state highway system after completion of the project. The remaining requests will be worked on as a part of the project.

The Board approved financial participation in a parking lot providing the City furnish the property and provide maintenance after completion. Board members reaffirmed the previous Board decision that Idaho Street, northeasterly, would be removed from the state highway system after the bypass was constructed.

Use of Interstate Median Crossing by Idaho Power Company when Maintaining Interstate Lighting. The company requested permission to use the authorized and emergency vehicle median crossings to facilitate its operation during daylight and off-peak traffic hours. Company workers would follow the requirements of the Manual of Uniform Traffic Control Devices and use flashing lights and yellow strobe lights on vehicles.

The Board authorized Idaho Power Company to use signed crossings when in the process of maintaining interstate highway lighting.

State Funds for Construction of Traffic Signal, Project ST-5116(631), US-95. A traffic signal is now warranted at US-95 and Hanley Avenue north of Coeur d'Alene. The mall developer agreed to fund the majority of the intersection improvement and installation of a signal.

The Board approved \$50,000.00 in state funds to participate in construction of a traffic signal at Hanley Avenue and US-95.

Bid. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bid:

RS-2751(3) and M-8072(002), Keys 0569 and 2496 - Jct. I-84 to Jerome SCL and Jerome SCL to Avenue H. Low bidder: Lone Pine Equipment Co., Inc., Kimberly, Idaho - \$1,777,041.20.

Surplus Property Inventory and Sales Activity. The real property management system lists 700 individual parcels of land as surplus, totaling 3,118 acres. The Board noted that since 1983, 59 sales totaling approximately \$860,354.00 had been conducted; only twelve parcels did not sell.

Trade of Uneconomic Remainders, Project F-FR-1491(9), Key 3206, Parcels 3-R, 5-R-1 and 5-R-2, US-91. The Board approved trading the landlocked parcels to the adjacent property owners as partial payment for required right-of-way and executed the appropriate documents.

Condemnation Action. The Board signed the orders of condemnation on the following parcels as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
F-3112(42)	5 & 5-E-1	2224	US-95
I-184-1(5)4	2, 3 & 3-1	2763	I-184

Negotiations in Excess of \$100,000.00, Project F-3291(22), Key 313, Parcel 1, SH-21. The Board concurred in the Chief of Highway Operations' recommendation to initiate negotiations on Parcel 1, and approved additional authority to settle within 10% of fair market value if necessary.

Extension of Contract with Gary C. Roats, Project IR-84-2(20)49, Eterna-Line Contract Claim. Chief Legal Counsel Trabert briefed the Board on the status of the contract claim and asked the Board to extend the contract with the litigation expert

The Board approved the contract supplement with Gary C. Roats to a maximum of \$85,000.00.

WHEREUPON, the Board meeting adjourned at 5:30 PM.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
January 19, 1989
Boise, Idaho

SUPPLEMENT TO THE DECEMBER 1988 MEETING OF THE
IDAHO TRANSPORTATION BOARD

December 28, 1988

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Marion Davidson and Member Phil Batt on December 28, 1988, the Executive Assistant to the Board obtained approval to:

Expend up to \$70,000.00 from current building budget to begin design work on new District 1 complex, subject to approval by the Permanent Building Fund Advisory Council at its January 9, 1989 meeting.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
January 19, 1989
Boise, Idaho

SUPPLEMENT TO THE DECEMBER 1988 MEETING OF THE
IDAHO TRANSPORTATION BOARD

December 30, 1988

Through telephone contact with Board Chairman John M. Ohman on December 30, 1988 and Member Phil Batt on January 3, 1989, the Executive Assistant to the Board obtained approval to:

Process an amendment to Rule 39.01.33.02, Drivers License Violation Point Count System, on an emergency basis effective January 1, 1989. The amended rule reflects the renumbering of Idaho Code section numbers due to the recodification of Title 49 passed by the 1988 Legislature and effective January 1, 1989. It is necessary to promulgate the rule revisions on an emergency basis so that law enforcement and court officials are using accurate Code references when dealing with moving traffic violations.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
January 19, 1989
Boise, Idaho

December 30, 1988